THE MANCHURIA YEAR BOOK 1931

THE
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PREFACE

It is certain that few countries have changed so drastically within the last thirty years as Manchuria. Indeed, since the end of the last century, Manchuria has been the focus of the Far Eastern Problem and in the Sino-Japanese War and the Russo-Japanese War, has been the scene of two great land-fights. But before the beginning of the 20th Century, the economic potentiality of the country was not fully realized, even by those whom it directly concerned.

Within the last few decades, Manchuria has grown into a "land of promise" and owing to its immense economic capacity and potentiality, it has become a country of vital importance in the economic concerns of the Far East.

As not a few interpretations of the political and legal aspects of Manchuria have been given from various standpoints, there is no necessity to insist on any one in particular. All our efforts have been directed towards representing the country in her real form, as well as from her actual political structure, economic activities and social life.

It is for our readers to judge how far we have succeeded in our attempt to make a plain and strictly impartial statement of actual facts, as the outcome of two years' close observation and research.

But we hope that this Year Book will be useful to many who are seriously interested in the future, both of Manchuria and of the Far East, and we are glad at the same time to be able to publish it just at the present moment, when the Manchurian question is a matter of world-wide discussion and interest.

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NOTE

1. The territory treated of in this Year Book is the three Manchurian provinces of China. Owing, however, to unequal facilities for obtaining materials and information, the description of South Manchuria is more detailed than that of North Manchuria.
2. Various different views, are held respecting the demarcation of South and North Manchuria, but in the present volume, the southern part of Manchuria which extends on both sides of the South Manchuria Railway lines is generally called South Manchuria, and the northern part lying on the both sides of the Chinese Eastern Railway lines is called North Manchuria.
3. When their sources are not specifically given, statistics quoted are taken from the "Statistics of the Kwantung Government" and various reports of the Research Office of the South Manchuria Railway Company.
4. The transliteration of Chinese proper names into Roman letters is, on the whole, made according to the Wade system, but in some cases use is made of popular names such as "Mukden."
5. The equivalent of the **Haikwan Tael**, in which the Customs Revenue and some other monetary values are stated, was, during the years 1912 to 1928, at the average Sight Exchange on London, New York, Paris, Berlin, Calcutta, and Yokohama respectively, as follows:

Year	English Money s. d.	American Money Gold ($)	French Money Francs	German Money Marks	Indian Money Rupees	Japanese Money Yen
1912.....	3 0 5/8	0.74	3.85	3.12	2.27	1.49
1913.....	3 0 1/4	0.73	3.81	3.08	2.25	1.47
1914.....	2 8 3/4	0.67	3.45	2.79	2.04	1.34
1915.....	2 7 1/8	0.62	3.39	2.67	1.95	1.25
1916.....	3 3 3/16	0.79	4.63	3.68	2.46	1.54
1917.....	4 3 3/16	1.03	5.94	4.78	3.11	1.98
1918.....	5 3 7/16	1.26	7.11	—	3.55	2.37
1919.....	6 4	1.39	10.12	—	3.54	2.72
1920.....	6 9 1/4	1.24	17.79	—	3.34	2.38
1921.....	3 11 7/16	0.76	10.29	—	2.92	1.57
1922.....	3 9	0.83	10.23	—	2.87	1.72
1923.....	3 5 1/4	0.80	13.16	—	2.55	1.63
1924.....	3 7 5/16	0.81	15.60	—	2.53	1.95
1925...	3 5 7/8	0.84	17.92	—	2.31	2.04
1926.....	3 1 3/8	0.76	23.85	—	2.08	1.58
1927.....	2 9 3/16	0.69	17.46	2.89	1.88	1.44
1928.....	2 11 1/16	0.71	18.13	2.98	1.95	1.53
1929.....	2 7 3/16	0.64	16.43	2.70	1.77	1.38
	2 10 1/4	0.46	11.71	1.93	1.27	0.92

6. Before the phenomenal fall of silver in December, 1929 the average rates of conversion of the **Yuan** or the silver dollar (23.97795 grams of pure silver) were: £1=$10, G. $1=$2, Y. 1=$1.
7. The rates used in converting Chinese and foreign standards of weight and measure into the metric system are as follows.

Measurement of length.....	1 ri (里)	(Japanese)	3.92727 kilometres
	1 li (里)	(Chinese)	0.576 ,,
	1 mile		1.6093 ,,
Measurement of area.....	1 cho (町)	(Japanese)	9917.355 square metres
	1 acre		4046.85 ,, ,,
Measurement of Capacity...	1 sho (升)	(Japanese)	1.8039 litres
	1 gallon	(English)	4.5459 ,,
		(American)	3.7854 ,,
Weight	1 kin (斤)	(Japanese)	0.6 kilograms
	1 kan (貫)	(Japanese)	3.75 ,,
	1 picul (擔)	(Chinese)	60.48 ,,
	1 ton	(English)	1.016 metric tons
		(American)	0.9072 ,, ,,
	1 pound		0.45359 kilograms

THE MANCHURIA YEAR BOOK

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CHAPTER I.

GEOGRAPHY.

Situation.—Manchuria lies north-east of China proper, and most of the northern and western parts border on Siberia and Inner-Mongolia, and the eastern and southern parts on Siberia and Korea, while a part of South Manchuria faces the Gulf of Pechili.

Territories.—The name of Manchuria (滿洲) is used in this Year Book as a general term to designate three provinces of Chinese territory, namely, Liaoning (遼寧), formerly Fengtien (奉天), Kirin (吉林) and Heilungkiang (黑龍江). Formerly they were called the Three Eastern Provinces but since 1929, together with the province of Jehol (熱河), they have been made into the Four North-Eastern Provinces.

Area.—There is no exact report issued by the Chinese Government of the area of Manchuria, and the standard map based on actual survey does not cover the whole area, so that it is difficult to make any deductions from Chinese sources. On the other hand, the surveys carried out by Japanese had various different purposes, and the results do not coincide. The figures given in the following table, therefore, are the result of a computation made from various Japanese investigations by the Research Office of the South Manchuria Railway Company.

Province	Square Kilometre
Liaoning Province	185,206
Kirin Province	267,753
Heilungkiang Province	582,609
Total; the whole of Manchuria	1,035,568

Geographical Features.—The topography of Manchuria is continental. There are two main mountain ranges, the Changpaishan (長白山) range in the south east and the Khingan (興安嶺)

range in the north west. The Changpaishan runs parallel to the Tumen River (圖們江) and Yalu (鴨綠江) valley in the east and the Ussuri in the north, thus forming a wall along the south-eastern border, while its western branch reaches as far as the valleys of the Sungari and the Liao, and in the south forms the backbone of the Liaotung (遼東) Peninsula. Paitoushan (白頭山), which rises in the centre of this range, is 2,744 metres high, and besides this peak, there are many others over 1,000 metres, in both the north-eastern and south-western ranges of the Liaotung Peninsula.

The Khingan range runs along the north-western boundary of Manchuria, and as a mountain range is not so prominent as the Changpaishan, having no peak over 2,000 metres. Generally speaking the southern part is higher, while the northern part presents a plateau-like appearance with an elevation of some 1,000 metres, so that although its eastern limit can be distinguished from the plains of Manchuria, the Western side merges gradually in the Mongolian hills and the border is more or less obscure.[1]

Between these two mountain ranges there lies the great plain of Manchuria which was formed by land subsidence, and of which the northern part belongs to the basin of the Sungari River (松花江) and the southern part to that of the Liao (遼河).

The watershed between them is a range of foot-hills not exceeding 250 metres in height at the point where the main line of the South Manchuria Railway crosses it, so that, when travelling by train, one passes from one basin to the other almost without noticing it.

It is said that the "Manchurian Geography" issued in 1897 by the Ministry of Finance of the Russian Government was the first to recognize that the Manchurian plain is divided by this watershed into the two parts, South and North Manchuria.

[1] Paitoushan means literally "Mount White-head", a name derived from the appearance of the mountain, for being built of pumice and limestone, it looks as though it were capped with snow.

Khingan is derived from a Manchu word "Singgha", the sand dune. This range is built of old sedimentary or igneous rock, which weathers and forms sand dunes in many places in this mountain district.

The basin of the River Sungari covers the whole area of North Manchuria. It divides near Petuna (伯都訥) or Fuyu (扶餘) into two branches, the Nonni (嫩江) turning to the north and the main stream to the south.

The main stream cuts right through the Kirin Province from the north-western border to the southern border. "Kilinwula" (吉臨烏喇) is a Manchu word, which is said to be the origin of the name Kirin, and means literally "to lie along a river", and Kirin, the capital of Kirin Province, is one of the most important cities along this southern or main stream of the Sungari. Next to the Kirin comes Petuna or Fuyu which is situated near the junction of the two streams. Naturally, this city originated as a centre of river communication, but it has also become an important focal point for land transport because of its situation in the centre of the north-western agricultural land of Kirin Province. The branch, which forks to the north near this city runs as far as the Khingan range which surrounds the vast plain of Heilungkiang Province. Tsitsihar (齊齊哈爾) or Lungkiang (龍江), on the river is the capital of Heilunkiang Province and grew up originally as a centre of land and water communication in the province, but it is also worth mentioning that the development of this city was promoted also from a strategic standpoint against Russian invasion. The Taorho (洮兒河), a river which joins the Nonni near its confluence with the main Sungari, runs through the arid land in the north of Liaoning Province. The basin of Taorho is not so extensive as those of the Nonni and the main Sungari in Kirin Province, but from its predominantly pastoral character it is in strong contrast to the agricultural lands of the other two. The city of Taonan (洮南) which has developed on this river is new in origin. These facts seems to show how far the direction of industry and the development of the town depend upon the geographical conditions.

Following the Sungari from the junction of the Nonni downstream, we find a town of Hulan (呼蘭) near the point where the River Hulan joins the Sungari, and Sanhsing (三姓) at the confluence of Mutankiang (牡丹江) or the Hurka River and the Linkiang (臨江) where the Sungari flows into the main stream of the Amur (黑龍江).

The development of these towns along the river proves the influence of the river and its transport upon the cultural development of Manchuria. The same relations are found between the development of the towns and of the frontier traffic on the Amur, which marks the border between Manchuria and Siberia, and on the Yalu and the Tumenkiang, which provide the south-eastern frontier of Manchuria. The development of Harbin (哈爾濱) was much influenced by a more modern means of communication, the railway, but though the present position of the city as the centre of North Manchuria, is due in great part to this advantage, yet it undeniably owes much of its present prosperity to its geographical situation in those vast plains. Without this hinterland such a city as Harbin could not have grown up, however good its facilities for railway transport.

Liaoning Province, which occupies the south-western part of Manchuria, played the most important role in the development of human culture in Manchuria. It is divided by the Changpaishan range into two parts, the western being in the basin of the River Liao and the eastern in that of the Yalu, while the end of the spinal range extends into Chinchou (金州) Peninsula. This Chinchou or Liaotung Peninsula is territory leased by Japan and its coast line presents an array of cliffs, a fact upon which the development of Porth Arthur and Dairen depends. But the north-western part of the province, which is the basin of the Liao River, is quite different and provides a vast area for agricultural development. Unlike the plateau-like plain of North Manchuria, this plain is mostly low-lying, so much so, indeed, along the river, that many districts suffer from floods in the rainy season. But this low-lying character makes the country suitable for paddy-fields. The Liao flows slowly eastwards through this plain past the town of Chengchiatun (鄭家屯) and then turns to the south in the direction of the Gulf of Pehchilli. But the lower reaches of the river, especially after its mergence with Hun River (渾河) wind so much that the port of Yingkow (營口) which lies at its mouth stretches for over eight kilometres along the coast. Yinkow, which is often called Newchwang (牛莊), used to be the only trade port in Manchuria before the opening of Dairen (大連). Along the foothills which lie between the Liao basin and the range which forms the backbone of the peninsula, there are many cities and towns, among

Niangniang Festival, near Taishichiao.

them Liaoyang (遼陽), the old capital of the province and Mukden or Shenyang (瀋陽), the present capital.

Climate.—The climate of Manchuria is continental in character owing to its geographical conditions, and the difference of temperature is very great between the severe winter and the very hot summer. Spring and autumn are short, a feature which is a result of the arrangement of air pressure over the country.

In winter there is a dry cold north-west wind, and the period of greatest cold is from December to February. The Liao, the Yalu and the Sungari are frozen during the winter and provide good roads for vehicles, and when it is exceptionally cold, sometimes thin ice is seen within the breakwater of Dairen harbour. In summer a damp south-east wind prevails and in August there is often heavy rain in South Manchuria. The first frost comes, as a rule, at the beginning or in the middle of September in North Manchuria, and later in South Manchuria, the date varying according to the latitude. For instance, in the northern plain of South Manchuria it comes at the end of September, in Dairen in the middle of October and in Port Arthur in the middle of November. The last frost is observed at the beginning of April in the Liaotung Peninsula, in the middle of May in the plains of South Manchuria and in the middle or at the end of May in North Manchuria. From these climatic conditions the number of days on which cultivation is possible, is limited to 150 to 200, and the nature of the crop as well as the method of cultivation is selected to suit this circumstance.

Population.—From lack of material, information on the exact population is hard to obtain. The following list is the result of an estimation from various sources made by the Research Office of the South Manchuria Railway Company.

POPULATION IN MANCHURIA (in thousands)

	Liaoning Province	Kirin Province	Heilungkinang Province	Total	Increase	Index No. of Pop. Growth
1907	10,637	4,416	1,725	16,778		100
1908	10,796	4,553	1,806	17,156	377	102
1909	10,957	4,694	1,892	17,554	387	105
1910	11,121	4,840	1,981	17,942	398	107
1911	11,288	4,990	2,074	18,352	410	109
1912	11,457	5,145	2,172	18,774	421	112

1913	11,628	5,304	2,274	19,207	433	114
1914	11,802	5,469	2,381	19,653	445	117
1915	11,979	5,638	2,494	20,112	458	120
1916	12,159	5,813	2,611	20,583	471	123
1917	12,341	5,993	2,733	21,069	485	126
1918	12,526	6,179	2,862	21,568	499	129
1919	12,714	6,371	2,996	22,082	514	132
1920	12,905	6,568	3,137	22,611	529	135
1921	13,098	6,772	3,285	23,156	544	138
1922	13,295	6,982	3,439	23,717	560	141
1923	13,494	7,198	3,601	24,294	577	145
1924	13,697	7,421	3,770	24,889	594	148
1925	13,920	7,651	3,947	25,502	612	152
1926	14,111	7,889	4,133	26,133	631	156
1927	14,322	8,134	4,327	26,784	651	160
1928	14,476	8,592	4,965	28,034	1,250	167
1930[2]	14,988	9,076	5,134	29,198	1,164	174

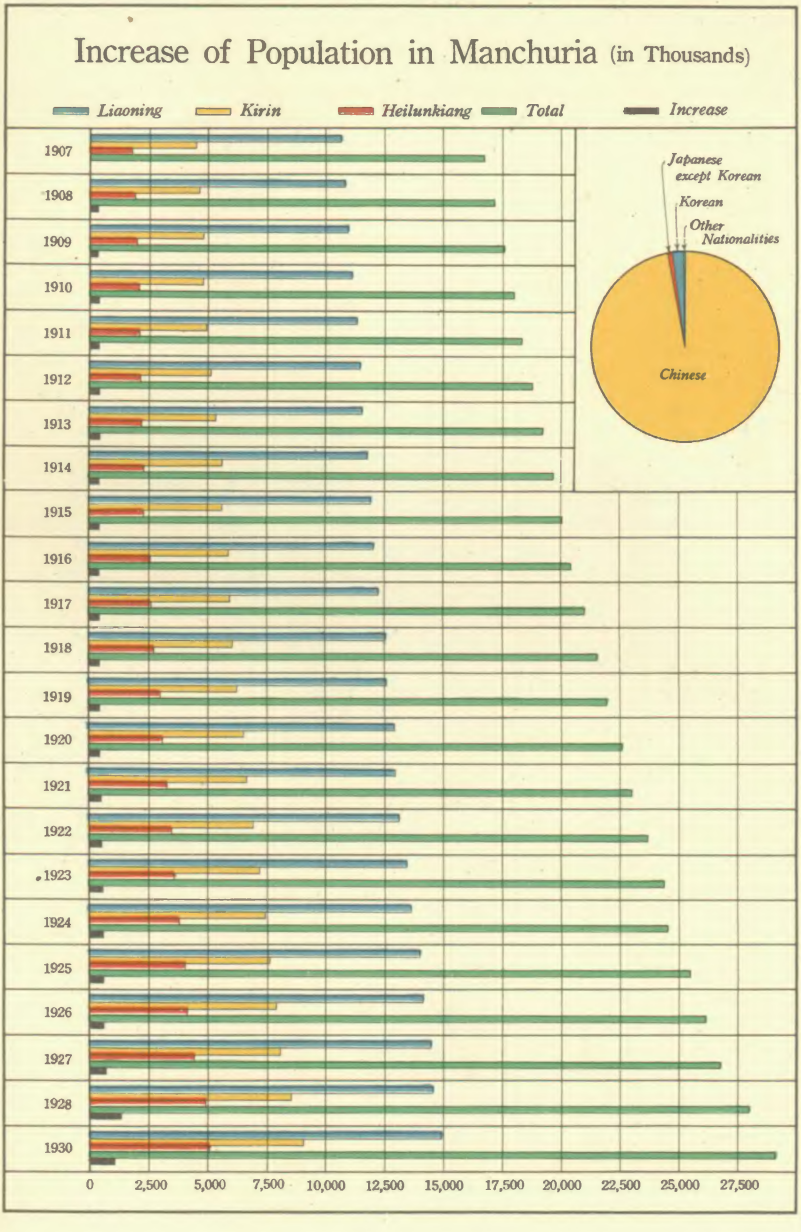
DENSITY OF POPULATION IN MANCHURIA (1930)[3]

Province	Population	Density for Sq. Kilometre	Index No. of Pop. Growth (1907=100)
Liaoning Province	14,988,000	81	141
Kirin Province	9,076,000	34	206
Heilungkiang Province ...	5,134,000	9	298
Total	29,198,000	28	174

The density of population is greater in South Manchuria than in North Manchuria, and is greatest in the southern part of Liaoning Province, that is the lower basin of the Liao and the Kwantung Leased Territory. This is a consequence of the mild climate and the existence of better economic and cultural conditions. The districts along the important railway-lines like the South Manchuria, Peiping-Liaoning or Peking-Mukden, Shenyang-Hailung (瀋陽–海龍), Kirin-Changchun (吉林–長春), and Chinese Eastern Railways, as well as the country round the navigable parts of the

[2] The figures given in the list show the population at the end of each year, while that for 1930 gives an estimation in July of the year.

[3] The population in the Kwantung (關東) Leased Territory and in the Railway Zone of the South Manchuria Railway was 1,225,788 in 1929, of which 883,778 were in the Leased Territory and 342,010 were in the Railway Zone. The remarkable increase of population in Manchuria in recent years must be attributed to the increase of the immigration from China proper as well as from Korea. But for this matter we refer the reader to the chapter on Labour and Immigration.


Increase of Population in Manchuria (in Thousands)
Liaoning
Kirin
Heilunkiang
Total
Increase
1907
1908
1909
1910
1911
1912
1913
1914
1915
1916
1917
1918
1919
1920
1921
1922
1923
1924
1925
1926
1927
1928
1930
0
2,500
5,000
7,500
10,000
12,500
15,000
17,500
20,000
22,500
25,000
27,500
Japanese except Korean
Korean
Other Nationalities
Chinese

Liao and the Sungari, are more or less densely populated. These facts clearly indicate the dependence of the growth of population upon the development of industry and transport facilities.

The following is the population of eight important cities in Manchuria at the end of 1930 classified by nationality.[4]

	Chinese	Japanese Except Korean	Korean	Other Nationalities	Total
Dairen	294,699	99,717	1,238	709	396,363
Port Arthur ..	122,855	12,136	112	23	135,126
Newchwang ...	107,007	2,890	524	114	110,535
Mukden	379,585	22,862	3,963	1,772	408,182
Antung	123,248	10,824	9,403	44	143,519
Changchun	116,011	10,264	1,219	546	128,040
Kirin	189,647	874	310	121	190,952
Harbin	309,253	3,910	1,422	69,987	384,572
Tsitsihar	89,000	139	325	140	89,604
Total for Manchuria ..	28,259,873	228,810	607,119	102,198	29,198,000
Percentage	96.8	0.8	2.1	0.3	100.0

[4] The figures are quoted from an official report issued by the Ministry of Foreign Affairs, Japan. As the investigation carried out by Japanese authorities stationed in Manchuria—from which the report is prepared—can not cover the whole of the territory, the total population of Japanese and other foreigners for the whole Manchuria must be taken as being less than the actual number. The report, moreover, does not give any figure either for the total Manchurian population or for the total Chinese population. Therefore, for the former, the figure in the preceeding table is again used, and the latter is estimated by reducing the given number of foreigners from the total.

CHAPTER II.
HISTORY.

1. DOMESTIC HISTORY.

Before the Ching (清) Dynasty.—The territory now known as Manchuria and Mongolia has been ruled in turn by nearly twenty different tribes or dynasties, the principal ones among those being as follows:

Sushen (肅愼) about 2nd-3rd century B.C.
Fuyu (扶餘) about 2nd century A.D.
Kaokouli (高勾麗) end of 6th century to beginning of the 8th.
Pohai (渤海) beginning of 8th century to beginning of the 10th.
Kitan (契丹) beginning of 10th century to beginning of the 12th.
Kin (金), or Nuchen (女眞) beginning of 12th century to beginning of the 13th.
Yuan (元) beginning of 13th century to middle of the 14th.
Ming (明) Middle of 14th century to beginning of the 17th.
Ching (淸) 1636 (adopted the name of Taching) to 1911.

Ching (淸) Dynasty.—The chief of the Nuchen (女眞) tribe, which was gaining power in North China at the beginning of the 17th century while still subordinate to the Ming (明) Dynasty, declared his independence at Mukden in 1636, and giving the name of Taching (大淸) to his country, called North China, Manchuria. The Ching forces thereupon advanced southward gradually wearing down their Ming opponents, and in 1644 occupied Peking, making it the capital of Taching. In 1661, the Ching Dynasty unified the entire land of China under its rule.

With the removal of its capital from Mukden to Peking, the southward exodus of the Manchus began, greatly decreasing the Manchurian population; and as the Ching Dynasty prohibited the coming of the Han people into Manchuria, the farms of Manchuria were left unattended. Only Han immigrants who entered Manchuria in violation of repeatedly issued orders of prohibition saved

Peiling (Northern Tomb), Mausoleum of Manchu Dynasty, Mukden.

Manchuria from utter devastation.

The Ching Dynasty attempted to send back some of the Eight Bannermen (八旗兵) and make them till their lands in Manchuria, thereby saving these soldiers from the poverty caused by the increased population and the advanced cost of living. But the Bannermen disliked tilling their own lands, and had them cultivated by Han immigrants who secretly entered Manchuria; thus they themselves aided the illegal entrance of Han immigrants, and the law became a dead letter. Finally about 1803, the Ching Dynasty was induced to open Manchuria gradually to the Hans, and since then the economic position of the Hans in Manchuria has been steadily strengthened.

While the Ching Dynasty greatly enlarged its influence in China proper, it failed to give sufficient attention to Manchuria, the ancestral home of the Manchus, until the Russian invasion of Manchuria and the resulting international complications alarmed and stimulated them into doing so. Particularly, after the close of the Russo-Japanese War, serious efforts were made to administer Manchuria. In 1907, the military affairs of the Three Eastern Provinces were unified under the control of the Viceroy of the Three Eastern Provinces, and the first Viceroy appointed was Hsu Shih-chang (徐世昌), who was ably assisted by Tang Shao-yi (唐紹儀). Hsu Shih-chang made notable improvements in the systems of administration, communication, and transport, but as Yuan Shih-kai (袁世凱) who supported him at Peking fell from power in 1908, he had to leave his Manchurian post, and was succeeded by Hsi Liang (錫良).

Republic of China.—When the Revolution broke out in 1911, Viceroy Chao Erh-hsuan (趙爾巽) of the Three Eastern Provinces called on Chang Tso-lin (張作霖), who was stationed at Taonan (洮南) as the Commander of the Frontier Forces to Mukden, and ordered him to resist the advance of the revolutionary troops, and his success in the discharge of this new duty brought power and influence to Chang Tso-lin. With the subsequent establishment of the Republican Government the Three Eastern Provinces were placed under its jurisdiction, and changes were made in the administrative system. But as the Commander of the 27th Army Division, Chang Tso-lin wielded as great power at Mukden as be-

fore. When Yuan Shih-kai fell from power, and Tuan Chi-jui (段祺瑞) formed his cabinet at Peking in 1916, Chang Tso-lin was made Military Governor of Fengtien and also Civil Governor of the province, thus gaining the civil and military control of Fengtien Province. Moreover, since he became Inspector-General of the Three Eastern Provinces (東三省巡閲使) in 1918, the whole of Manchuria came practically under his command, and his influence was extended to the other two provinces where important positions were filled by his own followers. In March, 1921, he sent his troops to Shanhaikwan (山海關), taking advantage of the conflict between the Southern and Northern factions, and in July he was appointed High Commissioner for Mongolia (蒙疆經略使).

In July, 1922, soon after the first Mukden-Chihli (奉直) War, Chang Tso-lin proclaimed the autonomy of the Three Eastern Provinces. His position was in various ways affected by the second Mukden-Chihli War of May, 1924, and the third Mukden-Chihli War of 1925, while in particular, the revolt of Kuo Sung-ling (郭松齡), Commander of the 6th Division under Chang Hsueh-liang (張學良), son of Chang Tso-lin, immediately after the third Mukden-Chihli war, caused a serious crisis for Chang, but he succeeded in overthrowing Kuo. This revolt of Kuo Sung-ling revealed internal disorders in the army of Chang Tso-lin that might break out at any moment.

Chang Tso-lin reopened fire on the Kuomin Army (國民軍) of Feng Yu-hsiang (馮玉祥) in January, 1926, and occupied Peking in December. In June, 1927 he made himself Grand Marshal and ruled the vast territory north of the Yangtze (揚子江) River. But this golden period did not last more than one year, and in June, 1928, he had to leave Peking to go into retirement at Mukden, and on the journey home, he met, on June 4, an unexpected and unnatural death.

After the death of Chang Tso-lin, his son, Chang Hsueh-liang, succeeded him in the Three Eastern Provinces. Internal conflicts which had been suppressed only by the power of Chang Tso-lin became evident; the oppression by the National Government, the conflict of foreign interests in Manchuria led to a state of confusion. In December, 1928, Chang Hsueh-liang declared allegiance to the National Government, and was appointed Commander-in-chief of the North-Eastern Frontier Army, while

Mongols and their Felt Tent or Yurta.

Chang Tso-hsiang (張作相) of Kirin, and Wan Fu-ling (萬福麟) of Heilungkiang both subordinates of Chang Hsueh-liang, were made the Vice-Commanders, and the Nationalist flag was hoisted in the Three Eastern Provinces on December 29, 1928. Fengtien Province was newly named Liaoning (遼寧) Province in March, 1929. During the civil war of 1930 Chang Hsueh-liang maintained a neutral position and did not join with the Northern army of Yen Hsi-shan (閻錫山) and Feng Yu-hsiang, although his attitude at the beginning had not been clear; it is indisputable that this sympathetic aloofness of Mukden force was one of the main causes of Nanking's victory. The appointment of Chang Hsueh-liang as Deputy-Commander-in-Chief of the National Forces seems to be an expression of appreciation on the part of Nanking, which was returned by a definitely sympathetic attitude of Mukden towards Nanking during the recent plot against Chiang Kai-shek (蔣介石) in which Wang Ching-wei (汪精衛) and others took part. The North-Eastern Provinces are, however, not completely subordinate to the National Government, and are maintaining a virtual autonomy in many matters both domestic and diplomatic. The administrative organization under the National Government is explained in the chapter on administration.

Mongolia.—The relations of Mongolia to China proper have in the past been varied; for sometimes it has been joined to China, and sometimes has had a separate existence. Yuan rose in Mongolia and finally conquered the whole of China. The Ching tribe maintained very close relations with Mongolia as long as it was in Manchuria, but as its empire spread, its attention has directed more to the control of China proper, and the relation with distant Mongolia was neglected. At that time, the products of Mongolia were very limited, and its transport facilities, and commercial and industrial activities developed only locally and were on a very small scale, so that it was impossible to maintain a unified political system over the whole vast territory. Even under present conditions, effective unification would be difficult.

Mongolian princes used frequently to bring tribute to the court of the Ching Dynasty at Peking, but it does not seem clear whether Mongolia was a territory of China or a sort of protectorate.

With the outbreak of the Revolution in 1911, Inner Mon-

golia was made a special district and placed under the rule of the Republic of China, but the Ruler of Outer Mongolia, the Living Buddha, with the support of Russia, declared his independence. Afterwards, by the Russo-Chinese Treaty of June, 1915, Outer Mongolia obtained complete self-government, China retaining only sovereignty, and since that time, Outer Mongolia has been more closely connected with Russia than with China.

In 1919, China took advantage of the diplomatic weakness of the Revolutionary Government of Russia, to abrogate the self-government of Outer Mongolia, and force Soviet Russia to cancel the Russo-Chinese Treaty signed by the Tsarist Government. She then placed Outer Mongolia under her own militaristic rule.

But again in the autumn of 1920, Outer Mongolia declared its independence, with the support of Soviet Russia. With the death of the Living Buddha in 1924, a republican form of government was adopted, and the red flag of communism was hoisted. The Soviet-Chinese Agreement of May, 1924 recognized the Chinese sovereignty in Outer Mongolia (Article V), but it is virtually an independent country.

Barga (Hulunbuir).—Hulunbuir, a district at the western extremity of Heilungkiang Province, whose borders march with those of Russia and Outer Mongolia, also declared its independence in 1911, following in the footsteps of Outer Mongolia. When the self-government of the latter was rescinded in 1916, Hulunbuir was again included in Heilungkiang Province; but the Young Men's Party of Hulunbuir eagerly desired to join hands with communist Mongolia, and in August 1928, attempted a revolt which, however, ended in failure. Not disheartened by this, they again became active in the summer of 1929, taking advantage of the Soviet-Chinese controversy over the Chinese Eastern Railway.

2. DIPLOMATIC HISTORY.

From the Eastward Advance of Russia to the Russo-Japanese War.—*Treaty of Nerchinsk.*—After the discovery of Siberia by Stroganov in 1558 (Ming Dynasty), Russia gradually advanced eastward, and in the first half of the 17th century, entered Heilungkiang Province. The first Russian envoy came to Peking in 1655 and demanded friendship and intercourse.

As the Russians advanced eastward there frequently occurred conflicts between Russians and the troops of the newly established Ching Dynasty. In 1689, Peter the Great of Russia, and Emperor Kanghsi (康熙) of China concluded the so-called Treaty of Nertchinsk, fixing the border between the two countries as a line drawn from the Argun River along the Yablonoi and the Stanovoi ranges, north-east to the Sea of Okhotsk.

Treaty of Aigun.—The Russians, however, were not satisfied with the new border line agreed upon by the Treaty of Nertchinsk, and when Count Muraviev was appointed the Governor-General of Eastern Siberia in 1847, he attempted to cross the border into Chinese territory. The suspension of the Black Sea trade with the outbreak of the Crimean War in 1853, forced upon Russia the need of securing a good port in the East. Accordingly, after 1857, Count Muraviev despatched Russian troops down the River Amur into Chinese territory several times and established settlements on its banks. Just at that time, China was in difficulties because of the conflict with Great Britain and France in Southern China, and to win the favour of Russia, signed the Treaty of Aigun (璦琿) in 1858, yielding to most of the Russian demands. By this Treaty, the left bank of the Amur River was recognized as Russian, and the territory between the right bank of the Ussuri River and the sea to be held in common by the two countries.

Treaty of Peking.—In 1860 when British and French troops entered Peking, Russia offered to mediate between China, Great Britain and France, and as a reward for this mediation, secured the territory on the right bank of the Ussuri River by a convention signed at Peking. This demarcation marks the present border between China and Siberia.

Russian Invasion of Manchuria.—After the conclusion of the Sino-Japanese War, Russia, together with Germany and France, intervened in 1895, and deprived Japan of the Liaotung Peninsula. In December of the same year, Russia established the Russo-Chinese Bank with a capital of 15,000,000 roubles, thus reconnoitring, in the guise of a commercial company, for her advent into Manchuria. In 1896, Russia obtained the right of constructing the Chinese Eastern Railway through Kirin and Heilungkiang Pro-

vinces to connect Chita with Vladivostok by a nearly straight railway line, avoiding the inconvenience of using the Siberian detour, and also obtained the privilege of working mines in these two provinces. Again in March, 1898, Russia obtained the twenty-five years' lease of Liaotung Peninsula and the right of building a railway from a point on the Chinese Eastern Railway to Port Arthur and Dairen, the construction of which was completed in 1902.

From the Russo-Japanese War to the Outbreak of the World War.—The realization of Russia's long-cherished hope, by the acquisition of an ice-free port in the East did not satisfy her ambition, and she looked for an opportunity to annex Manchuria and Korea. When the Boxer Rising broke out in June, 1900, Russia took advantage of the situation and despatched troops to every important point in Manchuria, and after the suppression of the trouble, she failed to carry out her promise of withdrawing her troops, but on the contrary, gathered more forces on the Korean border, thus plainly showing her territorial ambition as well as her enmity to Japan. Frequent warnings were given by Japan to Russia, insisting upon the territorial integrity and complete independence of China and Korea; the United States of America also demanded the evacuation of Russian troops. But Russia showed no intention of answering these demands, and her attitude became more hostile. Japan, therefore, sent an ultimatum to Russia in February, 1904, and the two nations declared war.

Treaty of Portsmouth.—From the beginning of the Russo-Japanese War in February, 1904, until the Battle of the Sea of Japan in May, 1905, Japan won every battle on land and sea, and finally drove the Russian forces north of Mukden. Through the mediation of President Roosevelt of the United States, the Peace Treaty was signed at Portsmouth in September, 1905. The principal provisions of the Treaty are as follows:

(1) The recognition of China's sovereignty in Manchuria (Article III).

(2) Russia's transfer to Japan, with the consent of China, of the lease of Port Arthur, Dairen, and adjacent territory and territorial waters, and all rights, privileges, and concession connected with or forming part of this lease (Arti-

cle V).

(3) Russia's transfer to Japan of the railway between Changchun (長春) and Port Arthur and all its branch lines, together with all rights, privileges and properties appertaining thereto (Article VI).

In conformity with the terms of the Treaty of Portsmouth, Japan concluded a treaty with China in December, 1905, and obtained the consent of the Chinese Government to the transfer by Russia of the lease, privileges, and properties mentioned in the Treaty of Portsmouth, and also the right of maintaining, improving and operating the railway line between Mukden and Antung (安東) which was constructed by Japan during the war.

The privileges and interests Japan at present possesses in Manchuria are mainly based upon the terms of the Treaty of Portsmouth. The only additions have been the preferential privilege regarding loans for constructing railways serving as feeding lines to the South Manchuria Railway, the extension of the lease of Port Arthur and Dairen, and a few other rights, added in 1913 and 1915.

American Railway Initiative in Manchuria.—With the Russo-Japanese War, the Far Eastern policy of the world Powers underwent a sudden and signal change, for the war settled the varied question of the break-up of Asia. However, the United States came to possess a closer relation with the Orient after the Spanish War, and having bases at Manila and Guam, she was able to back her opinions on Far Eastern questions with real power. In 1905, E. H. Harriman proposed to purchase the South Manchuria Railway, but the offer was rejected by the Japanese Government. American interest in Manchuria, however, did not subside with the failure of Harriman's scheme.

Among Chinese statesmen there were also some who, foreseeing future conflicts over the Russian and Japanese interests in Manchuria, planned to restrain Japan and Russia by the influence of Germany and the United States. These developments led the Government of Japan to instruct the Ambassador, Baron Takahira, to outline to the Government of the United States her attitude towards China, and to exchange notes on what was agreed between Japan and the United States respecting their diplomatic

policy toward her. This policy was based upon the principle of the "open door", and the recognition of the rights possessed by Japan in Manchuria, and the agreement arrived at is generally known as the Root-Takahira Agreement.

But without previously consulting Japan and Russia, the United States Government proposed, in January, 1910, to internationalize the railways in Manchuria and to place them under the joint management of six Powers. Russia, however, was suspicious of the real intentions of the United States in making this proposal, and regarded it as disadvantageous to her interests, and Japan also objected to it, so Japan and Russia, after consultation, sent their replies simultaneously to the United States, rejecting the proposal.

Previous to this, a group of American financiers supported by the United States Government had obtained in October, 1909, permission to construct a railway starting at Chinchow (錦州) on the Peking-Mukden Railway, running northward almost parallel to the South Manchuria Railway line, and crossing the Chinese Eastern Railway to reach Aigun near the Russian frontier. As the acquisition of this permission was thought to be closely connected with the American proposal for the internationalization of Manchurian railways, Russia directly opposed it, and Japan claimed to participate in the proposed plan; international relations, therefore, became somewhat strained. However, the United States submitted the question to the new Four-Power Consortium formed in October, 1920, maintaining that the permission gained was an acquired right of the United States.

In 1907, Japan and Russia had already signed a Convention to respect each other's interests and maintain the status quo in Manchuria, but in view of the American attempt at enterprise in Manchuria mentioned above, the two Powers realized the necessity of protecting their common interests against a third Power, and in July, 1910, concluded the second Russo-Japanese Convention.

With a view to making good her repeated failures to gain a foothold in Manchuria, the United States concluded with China, in October, 1910, a preliminary agreement for the Currency Reform and Manchuria Commercial Loan of not more than $50,000,000, but the outbreak of the revolutionary war in China prevented its materialization.

Agreement concerning Mines and Railways in Manchuria, and Agreement relating to Chientao Region.—In September, 1909, Japan and China signed a Treaty to settle five of the pending problems of Manchuria and Mongolia, namely, those concerning with (1) the Hsinmintun (新民屯)—Fakumen (法庫門) Railway, (2) the Tashihchiao (大石橋)—Yingkow (營口) line, (3) the Fushun (撫順) and Yentai (煙臺) coal mining right, (4) the mining privileges along the Antung-Mukden line and South Manchuria Railway main line, and (5) the extension of the Peking-Mukden Railway to the walled city of Mukden. At the same time, the boundary between China and Korea which has long been under dispute was fixed along the Tumen River (圖們江), and Koreans were given the right to settle freely and own lands in the Chientao (間島) district.

Agreement on Five Railways in Manchuria and Mongolia.—In order to face the rivalry of world Powers in obtaining railway concessions in China proper and Manchuria, Japan also signed with China a loan agreement in October, 1913, in regard to the following railways:

A. Railways to be constructed by the Chinese Government with funds obtained from Japanese financiers: Ssupingkai (四平街) —Chengchiatun (鄭家屯) —Taonan (洮南)
   Kaiyuan (開原) —Heilung (海龍)
   Changchun (長春) —Taonan (洮南)

B. Railways for the construction of which the Chinese Government should first consult Japanese financiers in case foreign capital were required:
   Taonan—Jehol (熱河)
   Hailung—Kirin

In September, 1918, Japan and China exchanged formal notes respecting the Four Railways of Manchuria and Mongolia, in order to carry out the terms of the above loan agreement.

After the Outbreak of the World War.—*The Treaty respecting South Manchuria and Eastern Inner Mongolia.*—At the outbreak of the World War in August, 1914, Japan joined the Allies according to the terms of the Anglo-Japanese Alliance, and opening an attack on Tsingtao, endeavoured to eliminate German influence in Eastern Asia. She also concluded an agreement with China concerning various rights she obtained in Shantung directly from Germany,

and in view of various problems that arose between Japan and China because of Japan's position in South Manchuria and Eastern Inner Mongolia, the Japanese Government submitted a proposal (so called twenty-one demands) to China in January, 1915, the object of which was to make China recognize the position Japan should justly possess in those regions.

But a certain group of the Chinese public misunderstood the negotiations, and believing that Japan had territorial ambitions, fomented a strong movement in opposition. The Chinese Government, therefore, did not readily consent to the Japanese proposal, but after certain concessions had been made by Japan, it was finally signed by the two Governments on May 25, 1915.

The principal articles of the treaty concerning Manchuria and Mongolia are as follows:

Article I.—The two High Contracting Parties agree that the term of lease of Port Arthur and Dalny and the terms of the South Manchuria Railway and Antung-Mukden Railway, shall be extended to 99 years.[1]

Article II.—Japanese subjects in South Manchuria may, by negotiation, lease land necessary for erecting suitable buildings for trade and manufacture or for agricultural enterprises.

Article III.—Japanese subjects shall be free to reside and travel in South Manchuria and to engage in business and manufacture of any kind whatsoever.

Article IV.—In the event of Japanese and Chinese desiring jointly to undertake agricultural enterprises and industries incidental thereto, the Chinese Government may give its permission.

Article VII.—The Chinese Government agrees speedily to make a fundamental revision of the Kirin-Changchun Railway Loan Agreement, taking as a standard the provisions in railway loan agreements made heretofore between China and foreign financiers.

When in future, more advantageous terms than those existing railway loan agreements are granted to foreign financiers in connection with railway loans, the above agreement shall again be

[1] By this Treaty the following dates were fixed as the definite time for the expiration of the terms of lease: the Kwantung Leased Territory, 1997; the South Manchuria Railway, 2002; and the Antung-Mukden Railway, 2007.

revised in accordance with Japan's wishes.

At the Versailles Peace Conference, China tried to nullify this treaty, but failed. Since then, she has repeatedly attempted to nullify or revise this treaty whenever opportunities have presented themselves.

Lansing-Ishii Agreement.—Before the World War, the interests of Japan and the United States in Manchuria conflicted, but with the outbreak of the war, both Powers being at any rate on friendly terms with the Allies, they felt the necessity of amicable co-operation.

Accordingly, in November, 1917, the so-called Lansing-Ishii Agreement was concluded between Japan and the United States, recognizing that territorial propinquity creates special relations between countries, and that Japan has special interests in China, particularly in those parts adjacent to her own possessions. Also by this agreement, the two Governments agreed on the principle of the so-called "open door", or equal opportunity for all, for commerce and industry in China. But this agreement was annulled as the result of the Washington Conference, 1921.

The Washington Conference.—At the Washington Conference, in 1921, the Chinese Delegation, insisting upon the nullification of the so-called Twenty-one Demands of 1915, asked that the question should be discussed before the Conference, but this request was not granted. The Japanese Delegation voluntarily made the following declarations at the Conference:

(1) Hitherto Japanese capital has had the monopoly of loans for the construction of railways in South Manchuria and Eastern Inner Mongolia, and of loans having for security the taxes in that region; she is now willing to forego this monopoly and open the field to the enterprise of the International Financial Consortium.

(2) Japan has no intention of insisting on a preferential right in the engagement by China of foreign advisers or instructors on political, financial, military, or police matters in South Manchuria.

At the Washington Conference the principle of the policy of the "open door" was affirmed and an agreement reached; as a consequence the Anglo-Japanese Alliance was nullified in December, 1921 (at the Washington Conference), and the Lansing-Ishii Agreement in April 1923.

The Chinese Eastern Railway.—The management of the Chinese Eastern Railway after the Russian revolution of 1917 was first placed under Inter-Allied control, then under the Far Eastern Republic, and then again came into the hands of Chinese officials; and with the unification of Siberia by Soviet Russia, it became one of the most important problems between China and that country. Soviet Russia, however, did not wish to monopolize the management of the railway, and by the Sino-Soviet agreement of May 1924, and the Mukden-Soviet Agreement of September, 1924, she conceded to China some of her rights of management of the railway. The main features of these agreements are as follows:

(1) The Soviet Union recognizes that the Chinese Eastern Railway is a purely commercial enterprise, and that all other matters shall be administered by the Chinese authorities which affect the rights of the national and the local governments of the Republic of China—such as judicial matters, matters relating to civil administration, military administration, police, municipal government, taxation, and landed property with the exception of lands required by the Chinese Eastern Railway.

(2) In the management of the railway, the two countries are to be equally represented.

(3) After the expiration of sixty years, from August 27, 1896, instead of eighty years, as formerly provided, the railway shall pass by reversion without payment into Chinese posscession. China may recover the railway at any time upon paying, with her own capital, the price agreed upon by the two governments.

(4) The two governments recognize equal rights of navigation on border rivers, and maintenance of the present border line, and also agree not to engage in propaganda directed against the political and social systems of the other contracting party.

Chang Tso-lin, later, realizing that Soviet Russia was implicated in the domestic disturbances of China and communist movements, frequently brought pressure to bear on Russians connected with the Chinese Eastern railway and on their property. After his sudden death, the relation between the Manchurian provinces

Hsita (The West Tower), Mukden.

and the Nanking Government, in particular, the diplomatic rights of these provinces, was not clearly defined. Just then, in May 1929, the Nanking Government, in cooperation with Chang Hsueh-liang, brought pressure to bear on the Soviet Consulate at Harbin, under the pretext that Russians had been engaged in communist propaganda, and again in June, arrested high Russian officials of the Chinese Eastern Railway, thereby placing the actual managements of the railway in Chinese hands. The Soviet government violently protested against these actions by the Chinese authorities, and in July, the two countries severed diplomatic relations, and despatched troops to border points.

An offer of mediation by the United States and other Powers was weakened by the non-participation of Japan and Germany, and in any case rendered superfluous by the two countries' opening direct negotiations for the settlement of their differences. On December 22, 1929, they signed a provisional agreement to come into force immediately, by which they agreed to return to the general conditions of the Mukden-Soviet agreement of 1924; it was also promised that all pending questions would be settled at a formal Soviet-Chinese conference. This Conference was opened and during 1930 the delegations of both parties met several times but up to the present they do not seem to have come to any agreement.

3. CHRONOLOGICAL TABLE

(After the Ching Dynasty)

1636 The Chief of the Nuchen tribe, later Taitsung (太宗) of Ching, gives the name of Taching to his territory, and calls North China, Manchuria.
1643 Russian exploring party reaches the upper stream of the Amur.
1644 Accession of the Emperor Kanghsi (康熙) at Peking.
1655 Russia sends her first envoy to Peking.
1689 The Treaty of Nertchinsk.
1691 The Emperor Kanghsi inspects Outer Mongolia.
1693 Russian envoy arrives: they come frequently in later years.
1707 Kamchatka becomes Russian territory.
1720 Trading at Kulun (庫倫) is first allowed to Russians.
1722 Accession of the Emperor Yungcheng (雍正).

1736 Accession of the Emperor Chienlung (乾隆).
1746 Immigration of the Hans into Manchuria prohibited.
1757 Russia demands the right of navigating the Amur River, but is refused.
1768 Russians come to Kiakhta (恰克圖) for trading.
1796 Accession of the Emperor Chiayang (嘉陽).
1821 Accession of the Emperor Taokuang (道光).
1847 Count Muraviev appointed Governor-General of Eastern Siberia.
1851 Accession of the Emperor Hsienfeng (咸豊).
1854 Count Muraviev descends the Amur River with one thousand soldiers, without obtaining the permission of China.
1858 The Treaty of Aigun.
1860 The Treaty of Peking.
1862 Accession of the Emperor Tungchih (同治).
1875 Accession of the Emperor Kuanghsu (光緒).
1891 Construction of the Siberian Railway begins.
1894 Outbreak of the Sino-Japanese War.
1895 The Treaty of Shimonoseki. Restoration of Liaotung Peninsula to China.
Establishment of Russo-Chinese Bank.
1896 Russo-Chinese Treaty concerning the right of constructing the Chinese Eastern Railway.
1898 Treaty governing the lease of Liaotung Peninsula and the construction of the southern branch of the Chinese Eastern Railway.
1900 The Boxer Rising.
1902 Opening of the Chinese Eastern Railway.
1904 Outbreak of the Russo-Japanese War.
1905 The Treaty of Portsmouth.
E. H. Harriman's proposal to purchase the South Manchuria Railway refused.
1907 South Manchuria Railway Company organized.
First Russo-Japanese Agreement.
Unification of the military administration of the Three Eastern Provinces. Appointment of Hsu Shih-chang as Viceroy of Three Eastern Provinces, and of Tang Shao-yi as Civil Administrator.
1908 The Root-Takahira Agreement.

1909 Accession of the Emperor Hsuantung (宣統).
American financiers obtain the right to construct the Chinchow-Aigun Railway.
Sino-Japanese Agreement concerning the five problems of Manchuria.
Sino-Japanese Agreement regarding Chientao.

1910 American proposal to internationalize the Manchurian railways.
Amalagamation of Korea and Japan.
Second Russo-Japanese Agreement.
Preliminary Currency Reform and Manchurian Commercial Loan Agreement between China and American financiers.

1911 Outbreak of the Revolution.
Chang Tso-lin secures the military power in Fengtien Province.
Declaration of independence by Outer Mongolia.

1912 Establishment of the Republic of China.

1913 Sino-Japanese Treaty respecting the five railways of Manchuria and Mongolia.

1915 Sino-Japanese Treaty respecting South Manchuria and Eastern Inner Mongolia.
Russo-Chinese Treaty.

1916 Chang Tso-lin becomes Military and Civil Governor of Fengtien Province.

1917 The Lansing-Ishii Agreement.

1918 Exchange of notes between Japan and China concerning four railways of Manchuria and Mongolia.
Chang Tso-lin becomes Inspector-General of the Three Eastern Provinces.

1919 Abrogation of the self-government of Outer Mongolia.

1921 The Washington Conference.

1922 First Mukden-Chihli War.
Declaration of independence of the Three Eastern Provinces.

1923 Japan and the United States, recognize the cancellation of the Lansing-Ishii Agreement.

1924 Formation of the Republic of Outer Mongolia.
Second Mukden-Chihli War.
Soviet-Chinese Agreement.

Soviet-Mukden Agreement.

1925 Third Mukden-Chihli War.
Revolt of Kuo Sung-ling.

1926 Chang Tso-lin occupies Peking.

1927 Chang Tso-lin becomes Grand Marshal or Generalissimo.

1928 Chang Tso-lin retreats from Peking; meets an unnatural death. Chang Hsueh-liang succeeds his father.
Revolt of Hulunbuir (Barga) fails.
Three Eastern Provinces hoist the National flag.

1929 Fengtien Province given a new name, Liaoning.
Pressure on Soviet Consulate at Harbin.
Chinese authorities arrest Russian officials of the Chinese Eastern Railway.
Habarovsk Agreement regarding the Chinese Eastern Railway.

1930 Chang Hsueh-liang appointed Deputy-Commander-in-Chief of the National Forces by the Nanking Government.
Formal Soviet-Chinese Conference opened.

CHAPTER III.

ADMINISTRATION.

1. THREE EASTERN PROVINCES

History.—The Ching or Manchu Government paid particular attention to the territory of Manchuria as it was the birth place of Aichinchiaolo (愛親覺羅), the founder of the dynasty, and ruled it under an administrative system which differed from that applied to the other provinces of China proper. At that time, Manchuria was divided into the three provinces of Shengching (盛京) (the present Liaoning Province), Kirin (吉林), and Heilungkiang (黑龍江). Shengching Province was administered by civil and military authorities jointly, Kirin by military authorities with some elements of civil administration added; and Heilungkiang was wholly under military control. Afterwards, by the revised administrative system adopted in the second year of Kuanghsu, 1876, towards the end of the Ching Dynasty, the administrative organization of Shengching Province was made similar to that adopted in the provinces of China proper.

With the establishment of the Republic of China, an uniform of local administration system was inaugurated in all the provinces of China, and the posts of Tsungtu (總督) or Viceroy and Hsunfu (巡撫) or Civil Administrator appointed during the Manchu Dynasty were abolished. At first, a Tutu (都督) or Governor-General was appointed to control both civil and military affairs, but later by the appointment of a Minchengchang (民政長) or Civil Administrator in each province, the civil and military administrations were formally differentiated. In 1914 (third year of the Republic), a new system of provincial administration was promulgated; the former system was abolished, and a Shengchang (省長) or Civil Governor was appointed as the administrator of the province. Under the jurisdiction of the Shengchang were Tao (道) or Divisions with Taoyin (道尹) or Divisional Chiefs as administrators, and Hsien (縣) or Districts with Chihshih (知事) or District Magistrates. Manchuria was then divided into three provinces as

during the Manchu Dynasty, and consisted of Fengtien (奉天) Kirin and Heilungkiang Provinces. The independence of civil administration existed only in name as it was in China proper, and actually the post of Shengchang or Governor was held by the Tuchun (督軍) or Military Governor. Sometimes a Shengchang was appointed independently, but he was generally only too willing to receive orders from the Tuchun, and when Chang Tso-lin, Tuchun of Fengtien Province, was in 1918 made Inspector-General of the Three Eastern Provinces (東三省巡閲使) as well, the civil and military administrative powers were both in his hands. Since that time, though a different title was given to his post, as relations with the Central Government changed, Manchuria has been a state practically independent of China proper.

In 1928, Chang Tso-lin who was then Grand Marshal met an unexpected disaster and died, and Chang Hsueh-liang succeeded him as Commander-in-Chief of the Three Eastern Provinces Army. Previous to this the Nationalist Revolutionary Army headed by Chiang Kai-shek had accomplished the actual unification of almost the whole of China, and the Three Eastern Provinces were asked to come under the Nationalist rule. After some difficult negotiations, Chang Hsueh-liang formally consented to come into the council of the National Government on October 15, 1928, and the National flag was formally hoisted in the Three Eastern Provinces on December 29.

Administrative Organization.—After hoisting the National flag, the Three Eastern Provinces naturally changed their administrative organization as stipulated by the National Government. The Chinese revolution directed by the Kuomintang, the Nationalist Party, is based on the "Sanmin" or the Three People's (三民) Principles laid down by the late President Sun Yat-sen, and is to pass through two periods of Military Administration and Political Tutelage before reaching the goal of the Period of Constitutional Government. The unification by arms has been accomplished, and the present is the Period of Political Tutelage. This is a period of transition during which the Kuomintang is to govern the country according to the principles of the party and also to attempt the political education of the people, in order to prepare them to participate in politics under the real constitutional admin-

istration. So to-day China has only provisional constitution and her administrative organization is decided by the Government formed by the Kuomintang, and the "Organic Law of the National Government" and other administrative regulations.

At present, the Central Government of Nanking consists of Hsingcheng-yuan (行政院) or Executive Board, Lifa-yuan (立法院), or Legislative Board, Ssufa-yuan (司法院), or Judicial Board, Kaoshih-yuan (考試院), or Examination Board, and Chiencha-yuan (監察院), or Control Board, according to the "Five-Authorities Constitution" (五權憲法) of Sun Yat-sen. Twelve to sixteen State Councillors under the leadership of the President of the National Government have the control of the Government, and the Presidents and Vice-Presidents of the five Boards are selected from among the members of these Councillors.

Sheng (省).—The unit of local administration is the province or Sheng, and they are under the direct control of the Central Government. The authority and organization of the provincial government are defined by the Law of Organization of Provincial Governments. In accordance with this Act, seven to nine Administrative Committees are appointed in each province by the National Government, and one of the Committees acts as the Chairman and has charge of the execution of the Committees' decisions, affairs of routine and of the summoning of Committee meetings. The provincial government comprises the Secretariat, the Civil Administration Bureau, the Finance Bureau, the Construction Bureau, and the Educational Bureau, and, when necessary, a Bureau of Agriculture and Mining, and a Bureau of Industry and Commerce.

Manchuria formerly consisted of the three provinces of Fengtien, Kirin and Heilungkiang, but after coming under the rule of the National Government, Fengtien Province was named Liaoning (遼寧) Province, and the Jehol Special District was placed under the provincial administration system and included in Manchuria. So Manchuria is now called the Four Northeastern Provinces.

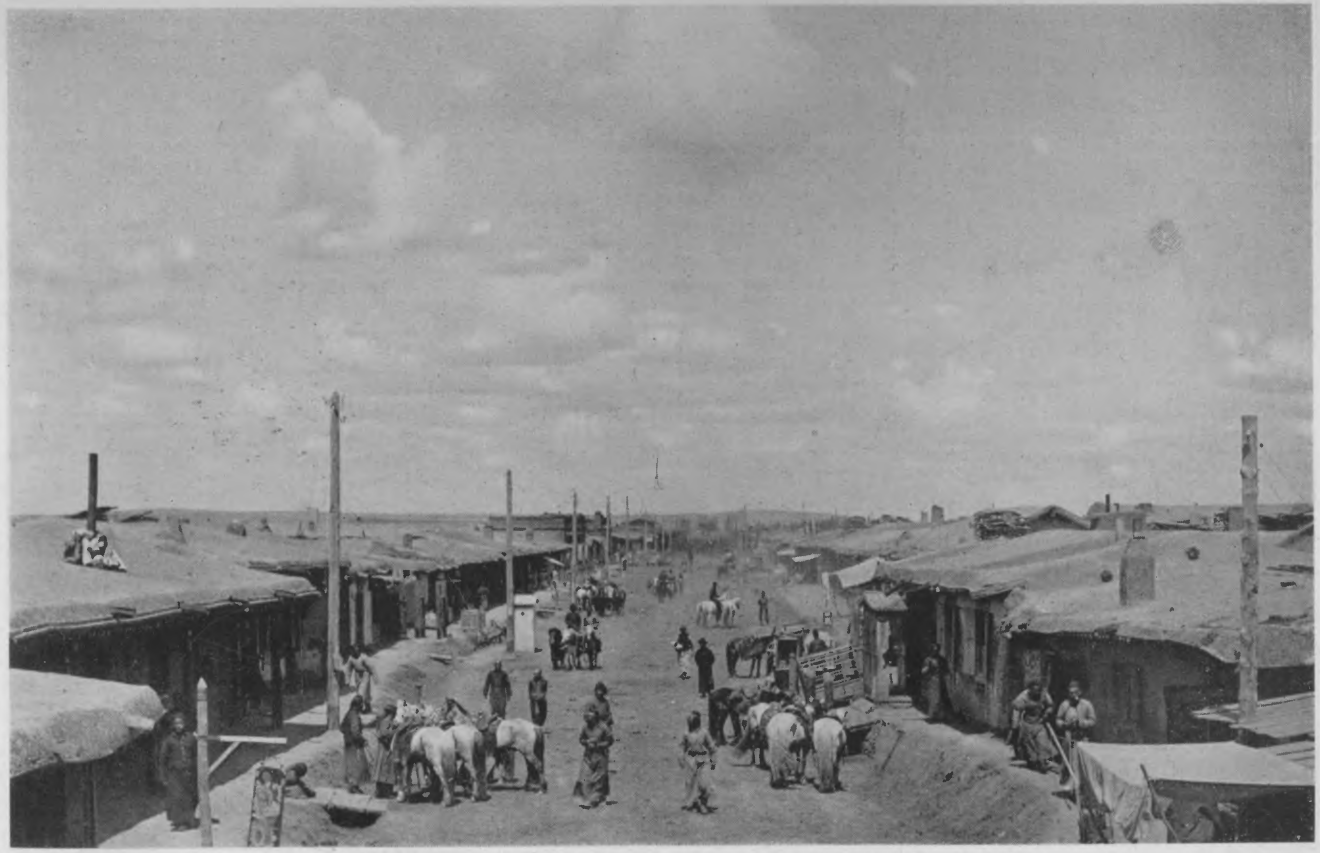
The Four Northeastern Provinces are administered, like the other provinces of China proper, separately, by the Central Government direct, but the influence established by Chang Tso-lin and

conditions peculiar to Manchuria cannot be easily removed, and as a link between the Central Government and the Four Northeastern Provinces there has been organized the Northeastern Political Committee (東北政務委員會) consisting of twelve Committees under the Chairmanship of Chang Hsueh-liang. This Committee is the supreme administrative body in Manchuria. The Office of Commander-in-Chief of the Northeastern Frontier Defence Army (東北邊防軍總司令) has been instituted for the control of both the military command and the administration, with Chang Hsueh-liang as Commander-in-Chief, and Chang Tso-hsiang and Wan Fu-ling as Vice-Commanders.

Hsien (縣).—A province was formerly divided into Tao or Divisions. In the Three Eastern Provinces there existed ten Tao, with a Tao-yin or Divisional Chief as the administrator of each Tao. The National Government abolished the Tao, and divided each province directly into Hsien or Districts. The authority and organization of the Hsien are based on the Law of Organization of Hsien issued in 1928.

The Hsien government handles the administration of the entire district, and supervises local affairs under the direction and supervision of the provincial government. For each Hsien a Hsien-chang, or District Magistrate is appointed by the provincial government to control the administration of the district, and as an advisory body, there exists the Hsien Council (縣政會議) formed of all the chiefs of departments and bureaus of the Hsien government, with the District Magistrate as Chairman. Matters to be brought before the Council for discussion are (1) the budget and accounting, (2) bond issues, (3) the disposal of public properties, (4) the management and supervision of public works, and (5) other matters recognized as necessary by the District Magistrate. There also exists a deliberative Hsien Assembly, consisting of members elected by the people for a term of three years. The member is authorized (1) to deliberate on the budget and accounts of the Hsien, and matters concerning the floating of bonds, (2) to vote on special Hsien regulations, (3) to propose the improvement measures in the Hsien administration, and (4) to discuss matters proposed by the District Magistrate.

Each Hsien is divided into several Chu (區) or Counties, according to the number of households and geographical conditions.



Hailar, Barga.

Each County is composed of at least twenty Tsun (村) or Li (里), the rural districts or villages.

Municipal System.—The National Government some time ago issued regulations governing the constitution of municipalities and a definition of the municipal system. In China proper, this municipal system has gradually been put into effect, but the system has not yet been established in any city in the Manchurian provinces. At Shenyang, or Mukden there is the Shihcheng Kungso (市政公所) or Municipal Government Office; at Tsitsihar, the Shengcheng Chienshangfou Shichengchu (省城乾商埠市政局) or Provincial Capital and Market Municipal Office; and at Sungpu (松浦), the Shichengchu (市政局) or Municipal Office. Although these offices are named municipal, they are in fact instruments for government administration, and are not independent municipal institutions.

There is also a Shihcheng Choupeiso (市政籌備所) or Municipal Administration Planning Office at Yingkow, Antung and Taonan in Liaoning Province; at Kirin, Changchun, Pingkiang (Harbin) and Yenchi in Kirin Province; and Heiho and Hulun in Heilungkiang Province, nine places in all. The Shihcheng Choupeiso is a special institution peculiar to the Manchurian provinces, and, as its name indicates, it is a temporary office to be maintained until the establishment of real municipal autonomy, but actually it was established in 1919 by order of the Northeastern Political Committee as a step which was rendered necessary by the abolition of the Tao. The organization of Shihcheng Choupeiso differs somewhat in each province, but wherever it is opened, it is like the Shihcheng Kungso an instrument of government administration. The head of the offiee is appointed by the provincial government, and the municipal administrative committee, the voting body, does not exist in some provinces. When the committee is organized, its members are not elected by the public but are selected by the Chief of the Shihcheng Choupeiso from among reputable citizens possessing special knowledge concerning municipal administration or having previous experience in it. The duty of the committee is to vote on affairs proposed by the Shihcheng Choupeiso, proposals by committees, petitions by citizens, municipal plans and improvement measures. The decision of the committee alone does

not enforce the execution of a measure, but it is presented to the provincial government after being approved by the chief of the Shihcheng Choupeiso and put into effect after the approval of the provincial government.

The Shihcheng Choupeiso are to be abolished upon the enforcement of a real municipal self-governing system, but considering the present political situation in Manchuria and the educational development of the people, real municipal autonomy cannot be expected in the near future.

Police.—*The Police System.*—Since the establishment of the Republic of China, the police administration has been under the control of the Department of Home Affairs. Under National Government, a Chingchengssu (警政司) or Police Administration Office was opened in the Ministry of the Interior in the Executive Board to control the police administration of the entire country. The National Government has issued numerous laws and regulations regarding the police and police affairs as it has done with other departments of administration, and attempted to improve and unify the police system. But these steps only resulted in changing the name of the police office, and actually the system established in the early years of the Republic is still in force.

The police affairs of China are under the control of various specially organized police institutions, but in view of the imperfect system and the prevalence of robbery and banditry, there are, in addition, various auxiliary forces to assist the regular police. The gendarmery, for instance, performs the duty of judicial police and sometimes acts as general administrative police, besides doing duty as military police. Ordinary troops may become emergency police at the demand of the local authorities. In particular, the Hsunfangtui (巡防隊) or Patrol Corps, and the Chingpeitui (警備隊) or Guards Corps are under the jurisdiction of Provincial Governors, Chairmen of the Provincial Committee, and are mainly engaged in subduing banditry. Besides these, there is the Chinghsiangchu (清鄉處) or Local Riddance Office in Liaoning and Kirin Provinces to undertake the task of ridding districts of bandits hiding in the villages, and maintaining local peace and order by enlisting the services of the Chiefs of Hsiens or districts, police, local protection organizations and troops. The Chinghsiangchu

possess the power of trying arrested robbers according to the regulations in force.

Police Institutions.—The Provincial Police Bureau controls the police administration of the province under the direction of the Chairman of the province, supervised by the Ministry of the Interior. A Bureau is maintained at each provincial capital, and the chief of the Bureau supervises the Hsien Chiefs, all Kunganchu (公安局) or Public Peace Bureaus and other police institutions, and undertakes the appointment of police officers, the distribution of funds, the training of police officers and the revision of independent police regulations issued by the institutions under his jurisdiction.

Under the control and supervision of the Provincial Police Bureau, the central organ of the provincial police administration, Kunganchu or Public Peace Bureau look after local police affairs. At each provincial capital there exists a Shenghui (省會) Kunganchu, or Provincial Public Peace Bureau, at every market, a Shangfou Kunganchu (商埠公安局) or Market Public Peace Bureau; each river has a Shuishang Kunganchu (水上公安局), or River Public or District Public Peace Bureau.
Peace Bureau, and in each hsien, a Hsien Kunganchu (縣公安局),

Auxiliary Police Institutions.—Besides the above mentioned police institutions, there is the Paoweituan (保衛團) or Local Protection Corps as auxiliary police. The Paoweituan dates back to the time of Chou (周), and during the Manchu Dynasty, owing to the necessity of combining together for local protection, able-bodied men were trained as police and officials of various kinds, under the superintendence of government officials. This is the so-called Paochia (保甲) system.

With the establishment of the Republic, the Paochia system continued, and regulations of Paoweituan were issued, permitting the organization of Paoweituan in districts where no police institutions existed. The request for the establishment of Paoweituan is submitted to local administrators upon the demand of the public, or at the proposal of the Hsien-chief. The organization of the Paoweituan is regulated by laws, and differs from other government institutions. Primarily it is a gathering of young residents, aimed at the self-protection of local villages, and besides police

duties, it performs the task of looking after census registration and tax collection. When a Paoweituan is established at a place where police also exist, they merely assist the regular force; otherwise it performs police duties instead of the regular police. Even under the present National Government, this system is still in force.

Relations with Mongolia.—A large portion of the present Manchurian provinces was formerly Mongolian territory. Mongolia has enjoyed a peculiar administrative system since the time of the Ching Dynasty; at the beginning of the Manchu Dynasty, many tribes submitted to adopting Manchu rule, and the Manchu court, adopting the Pachi (八旗) or Eight Banner system of Manchuria, formed these Mongolian tribes into Chi (旗) or Banners. In each Banner was placed a hereditary Jassak (札薩克) or Banner Chief to undertake the administration in each Chi, and occasionally several Banners were joined together to form a Meng (盟), or League to control the affairs of its members. In a corresponding position there was also the Jassak Lama (札薩克喇嘛) who, besides being an ordinary Lama priest, exercised the power of Jassak.

Although the Peking Government contained a Lifan-yuan (理藩院) or Colonial Board and other means for the administration of Mongolia, the territory was actually left to the control of the Mengchang (盟長), League Chiefs or Chichang (旗長), Banner Chiefs. With the establishment of the Republic of China, abrupt changes in the Mongolian administrative system were avoided, in view of the hostile attitude of Mongolia which was an outlying colony of the Manchu Dynasty. But as the unification of the local administrative system was gradually accomplished, the Hsien or District system was applied to Mongolia also. Today, the names of Mengchang and Chichang are still used in the Mongolian territory included in Four Northeastern Provinces, and alliances of Banners or Leagues are often formed, but the actual power of administration is gradually being transferred to the Hsienchang or District Magistrates. In some parts of Heilungkiang Province in which it would be inconvenient to apply the Hsien system at once, a Shechihchu (設治局) is established to prepare such districts for the application of the Hsien administrative system.

2. TUNGSHENG SPECIAL DISTRICT

History.—In constructing the Chinese Eastern Railway, Russia secured absolute and exclusive administrative rights in the Railway Zone which was required for the construction, operation and protection of the line. To carry these rights into effect, the Chinese Eastern Railway Company made necessary provision not only for the functioning of civil authority, but also of extensive rights covering the military administration and policing of the Railway Zone. Since the Russian revolution, China has recovered such rights whenever possible, and when more than thirty labour organizations at Harbin carried out a general political strike against General Horvath, Director-General of the Chinese Eastern Railway in March, 1920, China pressed General Horvath to surrender the police rights, upon the pretext of maintaing peace in the Raiway Zone. The Sino-Soviet and Mukden-Soviet Agreements of 1924, proclaimed the purely commercial character of the Chinese Eastern Railway, and the administrative authority in the Railway Zone was fully restored to China.

In December, 1922, China opened the Tungsheng Special District Administration Office (東省特別區行政長官公署) to control the administration in the former Railway Zone.

Tungsheng Special District Administration Office. The Governor of the Tungsheng Special District occupies the same position as is held by the Governors of provinces, and his authority is specified by the General Regulations of Affairs of the Administrator of the Tungsheng Special District issued on December 8, 1922. According to these regulations, the Governor of the Tungsheng (Eastern Province) Special District, who is also the Commander-in-Chief of the Railway Guard Corps, is under the direct control of the Commander-in-Chief of the Three Eastern Provinces Army.

And he exercises the authority of administration, diplomacy, justice, and military guard in the Special District. According to the present organization of the Special District Administration Office, a Civil Administrator is appointed to handle all administrative affairs under the supervision of the Special District Governor and to supervise the Departments of General Affairs, Home Affairs, Education, Industries, and Foreign Affairs as well as the Finance Office. There are also, as organs under the direct control

of the Special District Governor, the Special District Land Administration Bureau, the Special District Municipal Administration Bureau, the Special District Police General Office, the Tungsheng Railway Police Office, and the Special District Education Office.

When Chang Huan-hsiang (張煥相) was in 1926 appointed Governor of the Tungsheng Special District, without being the Commander-in-Chief of the Railway Guard Corps, the position of the Administrator became independent.

Self-Governing System.—Under the exclusive management of Russia, the general administration in the Railway Zone was conducted by the Chinese Eastern Railway Company, but at Harbin and other principal cities, a system of self-government was set up adapting to the local conditions. This system was first promulgated by the General Regulations of the Chinese Eastern Railway Zone, which were drafted by a committee headed by General Ivanoff, Commander-in-Chief of the Far Eastern Army, and enacted in October, 1906, after deliberation by the Ministers of Finance, Foreign Affairs, the Army and the Navy of Russia. The municipal system of Harbin was drawn up according to the above Regulations with the approval of the Chinese Eastern Railway Company, and in March, 1908 the election of Municipal Councillors was held and the Harbin Municipal Assembly formed. When the Harbin municipal system was put into effect, China lodged a strong protest with Russia on legal grounds respecting the administration of the Railway Zone, and was joined by the United States and other foreign Consuls at Harbin, with the exception of the Japanese Consul, in protest against the collection of taxes at the discretion of Russia. As the result of these protests, Russia recognized Chinese sovereignty in the Railway Zone as a general principle, and a preliminary agreement respecting the self-governing system in the Zone was concluded in May, 1909. Nevertheless, a formal agreement was never signed, and Russia actually adopted the municipal system according to her own free will, recognizing, however, the equal right of Russians and other foreign residents in the Railway Zone, and promising that taxes collected would not be used for any other purpose than public works and institutions. On April 30, 1914, an Anglo-Russian agreement was signed regarding the ap-

plication to British subjects of the systems of self-government and taxation to be instituted in the Chinese Eastern Railway Zone, and later other Powers, with the exception of the United States of America, joined this agreement.

After the Russian revolution, China recovered various rights relating to the Chinese Eastern Railway, and opening the Tungsheng Special District Municipal Administration Bureau on February 5, 1921, first secured the right of supervising the self-governning bodies. When the proposal to adopt the Chinese language as the official language of the Harbin Municipal Assembly was rejected on March 23, 1926, the Chinese members went out on strike, but Chang Huan-hsiang, the Governor, dissolved the Assembly by force on March 30, and ordered the organization of a temporary independent municipal committee composed entirely of Chinese.

The Consular body at Harbin, the Russian and German Consuls excluded, lodged a strong protest against the violent steps taken by China, declaring that they had violated the acquired rights of foreign residents at Harbin to participate in the municipal government. But China paid no heed to these protests, and prepared for the formation of a new Municipal Assembly. The provisional regulations for the Special Self-government of Harbin were promulgated on May 23, and the new Municipal Assembly formed on November 1.

Later a provisional agreement was reached between Japan and China to send one Japanese representative to the Harbin Municipal Assembly, and two Japanese to the Municipal Council. It is expected that some similar settlement will shortly be reached with other foreign Powers.

The position of foreign residents under the self-government system of Harbin is thus left unsettled, but it can be said that despite this pending question, China has entirely taken over the self-governing system from Russia. Harbin was then made a Special City, and the Harbin Special City Self-Governing Provisional Regulations (哈爾濱特別市自治試辦章程) was promulgated. According to these regulations, the executive is in the hands of the Municipal Administration Bureau (市政局), and subordinate to the Bureau Chief, or Mayor, appointed by the Governor of the Special District, are two Assistants and several officials. The deliberative body is the Municipal Self-Governing Assembly (市自治會), com-

posed of 40 Chinese, 3 Russian, and 7 other foreign members, 50 in all, elected by the people. The Municipal Council consists of 6 Chinese, 1 Russian and, other foreigner, who are elected from among the members of the Assembly, and, 4 Chinese appointed by the superintendent office.

Police.—The outbreak of the great strike against General Horvath at Harbin in March, 1920, was regarded by China as a good opportunity to recover the police rights, and the Chinese authorities stormed the Russian police stations and disarmed the police officers. Since then the police rights in the Railway Zone have been exercised by China.

In December, 1920, China promulgated the General Regulation of the Tungsheng Special District Police System and the General Regulation of the Tungsheng Special District General Police Office Organization. China also established the Railway Police Office (路警處) for the protection of the railway lines, independent of the ordinary police force, and placed it under the control of the Director-General of the Chinese Eastern Railway. In July, 1923, the railway police system was revised and the Railway Police was placed under the control of the Governor of the Special District together with the ordinary police.

The central police office in the Railway Zone is the Tungsheng Special District General Police Office under the Commissioner of Police, assisted by two Vice-Commissioners. The Special District is divided into five police divisions, with one police office in each division.

The Railway Police Office which has charge of the guarding of the railway lines is divided into four departments. By the nature of their work, the Railway Police are divided into inside-duty police for guarding factories and warehouses, and outside-duty police for guarding the railway lines. The inside-duty police undertake the guarding of factories and warehouses in Harbin, and are divided into four sections. The outside-duty police divide the railway line into six sections, with a police station in each section and branch police stations in sub-sections. Besides branch police stations, police sub-stations are established in each section, according to the number of railway stations.

3. JAPANESE ADMINISTRATION.

For administering the Kwantung Leased Territory and the South Manchuria Railway Zone obtained as the result of the Russo-Japanese War, Japan placed the former under the Kwantung Government, and the latter under the South Manchuria Railway Company.

Kwantung Leased Territory.—*Kwantung Government.*—Immediately after the close of the Russo-Japanese War when order had not yet been established in the Kwantung Leased Territory and South Manchuria Railway Zone, Japan instituted a military administration in these districts, and under the Governor-General of Kwantung, a military officer, the Kwantung Government-General was opened to control civil and military administration. But later, with the favourable development of the Japanese administration, there was no longer any necessity of making a military officer undertake the general administration and in 1919, the Kwantung Government-General was abolished, and in its place was established the Kwantung Government with either a military or civil official as the Governor. For the control of the Japanese garrison, the Kwantung Army Headquarters was established independently.

The principal spheres of authority of the Governor of the Kwantung Leased Territory are (1) jurisdiction over the Kwantung Leased Territory, (2) directing the policing of the South Manchuria Railway line district, (3) supervision of the affairs of the South Manchuria Railway Company, and (4) all administrative affairs under the supervision of the Minister of Overseas Affairs, and foreign affairs under the direction of the Minister of Foreign Affairs.

The present organization of the central bureaus of Kwantung Government is as follows:

GOVERNOR
- Governor's Secretariat .....
  - Private Secretaries Section
  - Ordinary Secretaries Section
  - Foreign Affairs Section
  - Board of Councillors.
- Home Affairs Bureau .....
  - Local Administration Section
  - Education Section
  - Industrial Affairs Section
  - Civil Engineering Section.

Police Administration Bureau	Peace Preservation Section Police Affairs Section Sanitation Section.
Finance Department	Accounts Section Finance Section

Civil Administration Office.—The Kwantung Leased Territory is divided into two administrative districts, with a Civil Administration Office in each district. The Civil Administrator manages the administrative affairs and directs the Chiefs of Police in the district. At present Civil Administration Offices are established at Port Arthur and Dairen. The Dairen Civil Administration Office has Branch Offices at Chinchou, Pulantien and Pitzuwo.

Offices and Organization of the Kwantung Government.—Among the offices and organizations of the Kwantung Government are Courts of Justice, Prosecutors Office, Prisons, Bureau of Communications, Monopoly Bureau, the Marine Bureau, the Technical College and other schools, hospitals, Agricultural Experiment Stations, the Sericultural Experiment Station, Live Stock Farms, Stud Horse Farms, the Fishery Experiment Station, exchanges, museums etc., etc. Regarding these offices and institutions, refer to the respective chapters.

System of Self-Government.—**Municipal System.**—The Imperial Ordinance No. 130 issued in 1924 promulgated the Kwantung Municipal System which is at present effective at Port Arthur and Dairen. These two municipalities have only recently been established, and as their population is composed of Japanese and Chinese, attention has been paid to this in the organization of the deliberative body and also of the system of municipal institutions. The outline of the municipal system is as follows:

The Executive Organ.—The Mayor, the executive official of the city, is appointed by the Governor of the Kwantung Leased Territory from among three candidate selected and recommended by the Municipal Assembly. The term of office is four years, and although the position is as a rule regarded as an honorary one, the Municipal regulations may grant a salary. As assistants to the Mayor there are the Deputy-Mayor, the Revenue-officer, the municipal staff, and the Ward Chiefs or their representatives.

Deliberative Body.—The Municipal Assembly is formed of

members who are elected or appointed according to the rules laid down by the Governor. The full membership of the Assembly is 16 at Port Arthur and 40 at Dairen. Of these, 14 at Port Arthur and 33 at Dairen are elected by the public, the remainder being appointed by the Civil Administrator from among prominent citizens. At present, however, all the members appointed are Chinese.

There is also the Municipal Council, composed of the Mayor, Deputy-Mayor and six honorary councillors, who are elected by the Municipal Assembly from among its own members.

Kai (會).—The Kai or Hui system has existed since the time of the Chinese administration. When Japan took over the administration of the territory, efforts were made to develop the local districts by enlarging the number of educational institutions, establishing nursery farms, and making other provisions for industrial development, and at the same time, attention was paid to training residents for a system of self-government. These efforts resulted in the issue of the Imperial Ordinance No. 238 in 1925, promulgating the Kwantung Leased Territory Kai System, and the first step in the Kai self-government was thus taken. The outline of the Kai system is as follows:

Executive Organ.—The Chief of the Kai, the executive official, is appointed by the Governor of the Kwantung Leased Territory, his term of office being three years. It is as a rule a salaried position, but may be made honorary. His assistants are a Vice-Chief and Accounting officials. In the Huitun (會屯), the administrative division of the Kai, there are the Chief and Vice-Chief of the Huitun, who are appointed or elected by the Civil Administrator or by the head of the Branch Civil Administration Office.

Advisory Organ.—To advice the Chief of the Kai, there is the Kai Council, consisting of the Chief and Councillors, whose number ranges from 8 to 20 according to the population of each Kai. They are appointed by the Civil Administrator or the head of the Branch Civil Administration Office from among residents in the Kai.

South Manchuria Railway Zone.—*Outline.*—Japan obtained from Russia, as a result of the Russo-Japanese War, the administrative rights in the South Manchuria Railway Zone, and secured the approval of China for their transfer. The Japanese Government

placed the police affairs in the Railway Zone under the management of the Kwantung Government (then called the Kwantung Government-General), but made the South Manchuria Railway Company undertake civil engineering, educational, sanitary and other necessary duties, and gave the Railway Company authority to collect charges from the inhabitants of the Zone with the approval of the Government for defraying the expenditure necessary for carrying out these undertakings.

Organization.—According to the above instruction of the Japanese Government, the South Manchuria Railway Company undertook in 1907 to manage the zone, and started operations. The local management system of the Railway Company was changed several times, but as a rule, the headquarters were established within the Company's Main Office at Dairen with local offices at principal localities along the railway line to manage local affairs. At present, the headquarters of the Zone management is the Local Administration Department in the Company's Main Office at Dairen, where it forms one of its twelve Departments.

The Local Administration Department is divided into four Offices, General Affairs, Local Affairs, Education and Sanitation; and Local Offices are maintained under the direction and supervision of the Chief of the Local Administration Department.

Institutions belonging to the Local Administration Department are the Manchuria Medical College, Manchuria Teachers' College, South Manchuria Technical College, and numerous middle and primary schools, the Hygienic Institute and about 20 hospitals, and libraries at Dairen, Mukden and other places.

As above mentioned, the South Manchuria Railway Company has authority to levy charges upon the inhabitants for defraying the expenses of local management, but the amount of these charges being insufficient to meet the expenditure, the Railway Company is contributing a large annual subsidy (see chapter on Finance). The Company has also established Local Committees, appointed from among the residents in each district to advise the Chiefs of Local Offices regarding revenue and expenditure, and the charges of the district. The Company has thus created an opportunity of hearing the wishes and opinion of residents regarding the various measures of local government.

Police.—The police affairs of the Kwantung Leased Territory and South Manchuria Railway Zone are under the control of the Kwantung Government. The Chief of the Police Administration Bureau handles the police and sanitary affairs, and directs and supervises the organisations under his jurisdiction, according to the instruction of the Governor. Under the control of the Chief of the Bureau are the Chiefs of the Civil Administration Offices, Chiefs of the Branch Civil Administration Offices, and Chiefs of the Police Stations. The Chiefs of the Civil Administration Offices direct and supervise the Chiefs of the Police Stations within their respective districts, and the Chiefs of the Police Stations handle the policing and sanitary affairs in their sections.

Outside the Kwantung Leased Territory, Japanese Consuls stationed in South Manchuria are appointed administrative officials of the Kwantung Government to supervise the Chiefs of the Police Stations. At present the offices handling police affairs within the Leased Territory are 3 Branch Civil Administration Offices, and 5 Police Stations; in the Railway Zone, 14 Police Stations; and in the Consular district, 6 Police Stations; the total number of police officials numbering 2,500.

CHAPTER IV.
JUDICIAL ADMINISTRATION

1. CHINESE JUDICIAL SYSTEM

Outline.—At the Washington Conference, 1921-1922, the Powers recognized, as a general principle, the abolition of extraterritoriality in China, but about the date of its abolition they gave no decision, leaving it for future consideration. The International Commission on Extraterritoriality formed in 1926 according to the resolution adopted at the Washington Conference, submitted several recommendations to the Chinese Government, signifying that when those recommendations had been carried into partial execution by the Chinese Government, the foreign Powers would be willing to surrender their extraterritorial jurisdiction. Although the Chinese Government, and particularly the Nanking Government, made the abolition of extraterritoriality one of its most important policies, the improvement of the judicial system, which is a condition of the removal of extraterritoriality, has not yet made sufficient progress. It is true that the National Government has compiled and issued various legal codes, on the pattern of the judicial system of western countries, but the incessant civil war and the general inefficiency of the traditional judicial system make the realization of this judicial independence appear somewhat remote. When, on April 27, 1929, the National Government submitted a demand to Great Britain, the United States of America, France, the Netherlands, Norway and Brazil, with which countries treaties remained in force for the immediate removal of extraterritoriality, the reply was an unanimous declaration that the immediate abolition of extraterritoriality was yet premature.

Conditions in Manchuria are not very different from those prevailing in China proper, and in this chapter a description will be given of the judicial administrative system in Manchuria.

Trial System.—As Manchuria has been placed under the control of the National Government, the names of judicial institutions have been changed, but the institutions themselves remain

in effect much the same as before. The present court system is based on the Court Trial Act of 1907, and the Organization of the Judiciary Act of 1909, and courts organized under the two above mentioned Acts are called "new courts." The so-called Hsienssufa Kungshu (縣司法公署) or District Judicial Offices are courts established within the Hsien Kungshu, the District Government, of those hsiens or districts where no new court has yet been organized, and are only temporary institutions. In hsien where no judicial institution of either type exists, judicial affairs are handled by the Hsien Chang or District Magistrate who performs the duty of the former court. Previous to the establishment of the new courts, the District Magistrate was the only administrator of justice in China.

As has already been mentioned the National Government has issued various regulations respecting the judicial system, although no immediate reform or change in the substance of the system can be expected. By an order issued on December 24, 1927, the National Government adopted the trial system of four grades and three instances. At present there is, at Nanking, the Tsuikao Fayuan (最高法院) or Supreme Court, the highest court in China; in each province is a Kaoteng Fayuan (高等法院) or High Court; and in some districts, there are Tifang Fating (地方法廷) or District Courts. There are also, as already mentioned, Hsienssufa Kungshu or District Judicial Offices, and Chienlissufa Hsienchang (兼理司法縣長) or District Magistrates dispensing justice as of old.

Formerly prosecution was carried out independently of trials but the National Government attached prosecutors to each court.

The organization of courts of all grades is as follows:

	Courts of First Instance	Courts of First Appeal	Courts of Revision
1. First Grade Cases	Divisional District Court (1) District Court (1) Hsien Judicial Office (1) Hsien Magistrate administering justice (1)	District Court (3) District Court attached to Divisional High Court (3)	High Court (3 or 5) Divisional High Court (3)
	District Court attached to Divisional High Court (3)	District Court attached to Divisional High Court (3)	High Court (3)

	Courts of First Instance	Courts of First Appeal	Courts of Revision
2. Local Cases	Divisional District Court (1) District Court (1 or 3) Hsien Judicial Office (1) Hsien Magistrate administering justice (1) District Court attached to Divisional High Court (1 or 3)	High Court (3) Divisional High Court (3)	Supreme Court (5)

	Courts of First Instance	Court of Revision
3. High Court Cases	High Court (3) Divisional High Court (3)	Supreme Court (5)

(Figures in parenthesis designate the number of judges to form the bench.)

The court system of Manchuria is founded upon the regulations of the National Government above mentioned, but just as Manchuria stands in matters of administration in a special relation to the Central Government, as in judicial matters, the territory is in a position different from that of China proper. The Supreme Court established at Nanking is the highest court in China, and theoretically there should not be any other supreme court. But just as the Northeastern Political Committee exists in Manchuria to exercise administrative rights, so there is the Divisional Supreme Court at Shenyang (Mukden) which has a position equal to the Supreme Court at Nanking. However, the Divisional Supreme Court has its jurisdiction territorially restricted to the four provinces of Liaoning, Kirin, Heilungkiang and Jehol, and the Tungsheng Special District.

The distribution of the new courts in the Manchurian provinces and the Tungsheng Special District is as follows:

District	Divisional Supreme Court	High Court	Divisional High Court	District Court	Divisional District Court
Liaoning	1	1	1	11	4
Kirin	—	1	2	5	—
Heilungkiang	—	1	1	2	—
Tungsheng Special District	—	1	—	1	3

In Liaoning Province there are many new courts as well as the temporary Hsien Judicial Offices, while there are only a few old courts left. Therefore, in its judicial system, the province is no way behind other provinces of Manchuria or even provinces in China proper, and can be rightly said to be a territory having a comparatively well developed legal system. This is a result of foreign influence, and of the comparatively peaceful life enjoyed by the province.

Prisons.—So-called "new prisons" were already existing in the latter period of the Manchu rule, and since the establishment of the Department of Justice under the Republic, efforts have been made to improve and reform the prison system, and, although as in the case of the court system, actual progress is slow, in the three

Manchurian provinces and particularly in Liaoning Province, some success has been achieved. According to the report of the Commission on Extraterritoriality, new and old prisons in Manchuria are as follows:

District	New Prison	Old Prison	Total
Liaoning	14	42	56
Kirin	3	33	36
Heilungkiang	1	37	38
Tungsheng Special District	1	—	1
Total	19	112	131

According to the same report new prisons in the whole of China number 74, so that 20% are in Liaoning Province.

2. JAPANESE JUDICIAL SYSTEM

Trial System.—The Japanese judicial system in the Kwantung Leased Territory has been repeatedly revised since the time of the military administration, but upon the promulgation of the Kwantung Trial Regulations issued in 1908, the present system of two courts and three instances was established.

The Kwantung Government Court under the direct control of the Governor of Kwantung is the judicial instrument of the Leased Territory, and handles all civil and criminal cases and non-trial matters. The court is divided into the District and High Courts, and the High Court is again divided into the Court of Appeal and the Supreme Court.

The jurisdiction of the District Court is to give judgment in the first instance on civil and criminal cases, and to handle affairs concerning non-trial matters with the exception of registrations. The organization of the court is under a single judge, as a rule, but in special cases, the parallel judgment system of three judges is adopted.

The Court of Appeal gives judgment on appeals or exceptions taken to the decision of the District Court or Consuls stationed in Manchuria, except such cases as come under the jurisdiction of the Supreme Court. The Supreme Court gives judgment on appeals against the decision of the Court of Appeal and exceptions taken to rejections of appeal by the Court of Appeal and performs special duties belonging to the jurisdiction of the Supreme Court under certain regulations. Both departments of the High Court

are under the parallel judgment system of three judges.

For prosecution, there is a Prosecution Bureau attached to each court.

At present the High Court is established at Port Arthur, and the District Court at Dairen. Laws and regulations concerning civil and criminal cases and non-trial affairs, applicable to the Kwantung Court, are substantially the same as those of Japan proper.

Prisons.—The Kwantung Government prison is at Port Arthur, and a branch prison at Dairen. These prisons are for persons convicted according to the decision of the High and District Courts, or for the temporary confinement of defendants in criminal cases, and are commissioned to execute sentences of imprisonment and penal servitude of more than three months, given by the Consulates in Manchuria.

CHAPTER V.
MILITARY AFFAIRS

1. MILITARY ADMINISTRATION OF THE NORTH-EASTERN PROVINCES

The first Chinese army in Manchuria was the patrolling army formed during the Ching Dynasty, and after the Revolution of 1912, the 27th and 28th Divisions, which were under the direct control of the Central Government, became the regular army of Manchuria. Four years later, Chang Tso-lin, Commander of the 27th Division, replaced Tuan Chih-kuei (段芝貴) as the Military Governor of Mukden. Chang immediately placed his trusted followers in important positions both in Kirin and Heilungkiang Provinces, and the Chinese army in Manchuria actually passed out of the control of the Peking Government and came under the command of Chang Tso-lin. Greatly improving and increasing the military strength under his control after each battle he fought, Chang Tso-lin entered Peking and became Grand Marshal in 1927. Later on, however, pressed by the northern advance of the Nationalist Army, the Mukden forces were driven beyond the barrier at Shanhaikwan. With the death of Chang Tso-lin, his son Chang Hsueh-liang became the actual ruler of Manchuria, and arrived at a compromise with the National Government, by which the North-Eastern Provinces came under the nominal rule of the National Government. However, Chang Hsueh-liang, who is supported by the military leaders of the Mukden faction, is actually wielding the military and administrative power in the North Eastern Provinces.

Moreover his neutral attitude during the civil war of 1930 which was responsible for the defeat of the Northern Army, brought him into such close relation to the Nanking Government that he has eventually been able to establish an actual military supremacy in North China.

Military Administrative Headquarters.—

Commander-in-chief, North-Eastern Frontier Army
Chang Hsueh-liang (張學良)

Vice-Commanders, North-Eastern Frontier Army
Chang Tso-hsiang (張作相)
Wan Fu-lin (萬福麟)
Headquarters of the North-Eastern Frontier Army.—Mukden.
Headquarters of the Kirin Province Frontier Army.—Kirin.
Headquarters of the Heilungkiang Province Frontier Army.—Tsitsihar.

Military Organization.—The present unit of the North-Eastern Army is a brigade; one brigade consists of three regiments; one regiment of three battalions; one battalion of four companies.

The main strength of the Army in the North-Eastern Provinces is at present the National Defence Army, consisting of 30 infantry brigades, 6 cavalry brigades, and 10 regiments of artillery, and the Provincial Army of 19 infantry, and 7 cavalry brigades. The National Defence Army, of which 5 infantry brigades, 3 cavalry brigades and 2 regiments of artillery are now stationed in the Peiping-Tientsin district, is the standing army for defending the territory against foreign invasion, and the Provincial Army guards and patrols each province to maintain peace and order.

Besides these brigades there are also an Air Force, and Transport and other Corps.

The North-Eastern Navy.—The Headquarters of the North-Eastern Navy is at Mukden, with Chang Hsueh-liang as the Commander-in-chief and Chen Hung-lieh (沈鴻烈) as the Vice-Commander. The Navy is divided into three squadrons, of which the first, formerly called the North-Eastern Squadron, consists of five ships, the second, which lies in the Pohai (渤海) or Gulf of Pechihli, of four ships, and the third, on the Sungari River, of a varying number. The officers and men are trained at the Marine Patrol School at Hulutao (葫蘆島).

2. JAPANESE TROOPS

In the Portsmouth Treaty and the Treaty of Peking (1905) it was agreed that the number of guards stationed by Japan and Russia for the protection of their respective railway lines in Manchuria should not exceed fifteen to the kilometre.

In accordance with these treaties, in 1906 Japan established a special garrison to protect the railway, in addition to the Field-

Army Division, which was left behind when the Japanese troops evacuated Manchuria.

The headquarters of the Japanese Army in Manchuria is the Kwantung Army Headquarters at Port Arthur from which the Manchurian Division, the Fortress of Port Arthur, the Independent Garrison, the Port Arthur Heavy Artillery Corps and the Kwantung Gendarme Corps are controlled.

A General or Lieutenant-General of the Japanese Army is appointed to the post of Commander of the Kwantung Army, and is directly responsible to the Emperor for defending the Kwantung Leased Territory and guarding the railway lines in South Manchuria.

The Manchuria Division is relieved every two years by another division from Japan proper.

The Divisional Headquarters are at Liaoyang (遼陽), but troops are stationed at Changchun, Kungchuling (公主嶺), Tiehling (鐵嶺), Mukden, Liaoyang, Haicheng (海城), Liushutun (柳樹屯), and Port Arthur.

The Independent Garrison was at first composed of six battalions, but later these were reduced to four. The Headquarters are at Kungchuling, and troops are stationed along the South Manchuria Railway lines for the protection of the railway.

After the conclusion of the Russo-Japanese War, Japan established a naval station at Port Arthur, but it was later reduced to a naval depot and then to a patrol station, and was finally abolished recently, so that the Wireless Station at Port Arthur is the only naval establishment now remaining.

CHAPTER VI.
DIPLOMATIC AFFAIRS

Diplomatic Rights of the Three Eastern Provinces.—As was explained in the chapter on history, Manchuria has been nominally under the control of the National Government since the end of 1928, but actually retains in domestic administration almost complete independence. Similarly, in diplomatic affairs she is virtually independent.

Chinese Diplomatic Organization. Manchurian diplomacy is controlled by the General Office of Foreign Affairs, to which special authority is delegated by the Ministry of Foreign Affairs of the National Government, and under this General Office, each province has its own Office of Foreign Affairs.

Japanese and Foreign Diplomacy in Manchuria. Japanese diplomacy in Manchuria is carried on by the Kwantung Government, under the supervision of the Minister of Foreign Affairs, and the Japanese Consulates, with which the Government co-operates.

The South Manchuria Railway Company has a department of Foreign Affairs for handling local question which occur between Chinese Authorities and the Company also maintains under this Department its agencies at Mukden, Chengchiatun (鄭家屯), Taonan (洮南), Kirin, and Tsitsihar (齊齊哈爾) for the same purpose.

The following is a list of the places where Japanese and foreign consulates or consulates-general are situated.

JAPANESE CONSULATES-GENERAL.

Harbin, Kirin, Mukden (with branches at Tunhua (敦化), and Hsinminfu (新民府), Chientao (間島) (with branches at Hunchun (琿春), Paitsaokou (百草溝), Chutzukai (局子街) and Toutaokou (頭道溝).

JAPANESE CONSULATES.

Manchouli (滿洲里), Tsitsihar, Changchun (with branch at Nungan (農安), Antung, Tiehling, (with branches at Taolu (掏鹿)

and Hailung (海龍), Chengchiatun, Liaoyang, Newchwang, Chihfeng (赤蜂).

FOREIGN CONSULATES.

Dairen: Great Britain, United States of America, Netherlands, Soviet Union, Germany Belgium. **Antung**: United States of America. **Newchwang**: Great Britain, Norway, (Consuls-General and Consuls of Great Britain, Germany, France, and other countries at Mukden are members of the Consular Corps at Newchwang). **Mukden**: Consulates-General of Great Britain, United States of America, Germany, and the Soviet Union; Consulates of France, and Italy. **Harbin**: Consulate-General of Germany, Consulates of Great Britain, United States of America, France, Poland, Italy, Lithuania, Portugal, Belgium, Denmark, Esthonia and Latvia.

CHAPTER VII.

FINANCE

1. FINANCE OF THE THREE EASTERN PROVINCES

General Outline.—The present financial system of the provinces of China was established when the civil and military administrations were separated at the beginning of the first revolution in 1911. An official, who is directly responsible to the Finance Department of the Central Government, is appointed in each province to administer financial affairs, so that the Provincial Finance Offices, being independent of the administration of the province, are supreme in handling financial matters. The Provincial Governor is only given the right of supervising finance under a special commission of the Central Government.

By this new system, the power and right of the Finance Office of each province is greatly increased and extended, in comparison with pre-revolution conditions; actually, however, the new system is not enforced as the authority of the Central Government has not been extended to the provinces even since the revolution. The Military Governor, having troops at his command, interferes in financial affairs, and often acts as Civil Governor also, and his despotic will is especially felt in financial matters. After the successful subjugation of the northern provinces, the Nanking Government attempted to renew the financial relations between the Central Government and the provinces under the new system, but there appears to be little hope of the immediate realization of this plan throughout the country. Each province is now maintaining an independent financial organization.

Manchuria was closed to the Han race up to the beginning of the 19th century, and was until recent years only sparsely populated. There was no fixed revenue then, and expenses for the defence of the borders were paid out by the Central Government. But as the immigration ban was later removed, the number of Han immigrants into Manchuria increased rapidly, causing a gradual

increase in tax revenue and a reduction in subsidies from the Central Government. Particularly, the economic development engendered by the Russo-Japanese War led to a turning point in the finances of the Three Eastern Provinces, which thereafter became financially independent, although each of the three provinces found itself in different financial conditions.

The attitude of aloofness towards the people, which has been a feature of Chinese officialdom from ancient times has caused the authorities to consider it unnecessary to make public statements regarding the authentic financial situation. Financial affairs are administered despotically by officials and the public are given no voice nor controlling power. Moreover, figures which are sometimes announced do not explain real conditions, and the instability of the national affairs in recent years has prevented the formal publication of even this meagre information. No financial statistics have been published in the Three Eastern Provinces since 1924, so that it is only possible to make rough conjectures from incomplete and scattered material.

Liaoning Province.—Liaoning Province—formerly called Fengtien Province—is the district which gained the greatest economic benefit from the Russo-Japanese War, but later on, a spendthrift policy led to financial disorder, and the finances of the province at the time of the establishment of the Republic were in an extremely unfavourable condition.

It was Wang Yung-chiang (王永江), Chief of the Provincial Financial Office since 1917, who saved the Provincial Government from financial ruin. Under his administration, foreign and other debts were paid, and yet a large amount of surplus accumulated. To bring about this financial improvement, he determined on the reformation of the provincial service by means of the discharge of dishonest officials, the reorganization of government enterprises, the development of land and colonization, the sale of provincial properties, and severe retrenchment of expenditure.

On the other hand, it must be noted that the financial improvement was greatly assisted by the large revenue obtained through making the export of staple produce a provincial enterprise. Official produce dealers were stationed at various points to purchase products with inconvertible paper money, and export

them against payment in silver coin. By the end of 1920, Liaoning Province is said to have possessed a surplus of 11 million yuan.

This improved financial condition was one of the causes which prompted Chang Tso-lin to open the first Mukden-Chihli War in 1922. The failure of the Mukden forces in this war is well known, but despite the defeat, Liaoning Province was able to bear the heavy financial loss. In his financial policy after the war, Wang Yung-chiang endeavoured to increase the tax revenue, and curtail military and civil expenditure.

The rupture of relations with the Central Government as the result of the war caused Liaoning Province to confiscate the salt tax in the province, and the independence of the Fengyu (奉榆) Railway (the eastern portion of the Peking-Mukden Railway) further swelled the provincial revenue.

However, the second and third Mukden-Chihli Wars of 1924 and 1925 and the following war against Kuo Sung-ling (郭松齡) again exhausted the treasury of the province, and Wang Yung-chiang who had been the central figure in establishing a sound financial policy and was opposed to internal or external warfare, sent in his resignation. The treasury was bled dry by unlimited demands for military expenses, and the financial condition of the province speedily came to ruin. Only by compulsory bond subscription, increased issue of Fengtien-piao, or Mukden Note and other extortions, was the province enabled to tide over the situation.

In 1928, the Mukden forces retreated from the Shanhaikwan barrier, under the onslaught of the Nationalist army, and this development resulted in reducing the financial burden of Liaoning Province. Chang Hsueh-liang, who succeeded his father as the Governor of Liaoning Province in June 1928, adopted various methods for reducing the provincial expenditure, especially the reduction of the arsenal, the reduction by one third of the number of officials, advisors, councillors and clerks of various organizations, and the reduction of military strength, thus effecting, it is said, an annual saving of 25 million yuan which was used to replenish the fund for adjusting the price of Fengtien-piao which had steadily fallen because of over-issue. The measure of restriction seems to have had a good effect on the financial condition of Liaoning Province but the Sino-Soviet dispute of 1929 caused once more a great increase of expenditure.

The budget of Liaoning Province for 1929 was about 35 million yuan, showing a reduction in revenue on the previous year, amounting to about 10 million yuan. This large reduction was a signal change, but it was caused by the application of new Customs regulations by which a certain portion of provincial taxes will be collected by the Central Government.

It is impossible to state the financial condition of the Three Eastern Provinces in exact figures. Those given below are a reproduction of scattered information and only serve to suggest to some extent the general financial condition. The same is true of the figures given for Kirin and Heilungkiang Provinces.

	Revenue (Yuan, Silver Tayang)	Expenditure (Yuan, Silver Tayang)
1916	12,858,818	———
1918	———	11,846,774
1923	26,787,958	18,239,221
1928	48,000,000	32,000,000
1929	35,000,000	32,600,000

The estimated items of the budget for 1929 are as follows:

ORDINARY REVENUE:

	(Yuan, Silver Tayang)
Land tax	3,000,000
Tungsun (production and factory taxes) ..	5,140,000
Other taxes	2,080,000
Revenue from provincial properties	2,100,000
Other ordinary revenue	2,680,000
Total	15,000,000

EXTRAORDINARY REVENUE:

	(Yuan, Silver Tayang)
Peking-Mukden Railway	10,000,000
Opium revenue	10,000,000
Total	20,000,000
Grand Total	35,000,000

The total annual expenditure of the province amounts to about 32 million yuan (Tayang silver), of which about 30 million represents military expenditure.

Kirin Province.—The financial condition of Kirin Province at the beginning of the revolution in 1911 was much more favourable than that of Liaoning Province. But when Meng En-

yuan (孟恩遠) became Military Governor in 1914, he caused a sudden expansion of military strength, and in that year the expenditure exceeded the revenue by 1 million yuan. Moreover, the support he gave to the movement planned by Chang Hsun (張勳) in 1917, for restoring the Manchu Dynasty and his opposition to Chang Tso-lin's plan for unifying the Three Eastern Provinces, both caused increased military expenditure, and as the gap widened between revenue and expenditure, the financial condition of the province became more strained. This condition finally gave Chang Tso-lin a pretext for impeaching Meng En-yuan and appointing a new Military Governor. Pao Kuei-ching (鮑貴卿), Sun Lieh-chen (孫烈臣), and Chang Tso-hsiang (張作相) in turn became Military Governors of Kirin Province, but they could not prevent the surplus expenditure over revenue. In 1926 Jung Hou (榮厚) was appointed Chief of the Finance Office, and his reforms finally improved the financial state of the province, till it showed a yearly surplus of revenue over expenditure.

The revenue and expenditure of Kirin Province since 1916 have been as follows:

	Revenue (Yuan, Yungheng Tayang)	Expenditure (Yuan, Yungheng Tayang)
1916	5,818,582	5,275,064
1919	6,943,799	13,707,315
1923	9,597,618	14,698,973
1926	14,449,419	15,151,193
1928	20,945,202	14,288,165
1929	23,500,000	15,000,000

The estimated items of the budget revenue for 1929 are as follows:

	(Yuan, Yungheng Tayang)
Land tax	4,780,000
Goods tax	12,570,000
Other taxes	5,170,000
Miscellaneous	980,000
Total Revenue	23,500,000

The annual expenditure is about 15 million yuan, of which 11 million yuan are for military expenses. Thus, it will be seen that the finances of Kirin Province are at present in a satisfactory condition.

Heilungkiang Province.—The financial condition of Heilungkiang Province is even more difficult to ascertain than that of Liaoning and Kirin Provinces, and the annual revenue and expenditure of the province is harder to conjecture.

The following figures serve only to give a vague suggestion of the financial condition of the province.

	Revenue (Yuan, Harbin Tayang)	Expenditure (Yuan, Harbin Tayang)
1916	4,797,635	———
1919	———	6,012,632
1923	7,613,533	9,674,255
1929	10,221,861	6,353,723

Taxes are the main sources of revenue for 1929, and of them the chief are the following:

	(Yuan, Harbin Tayang)
Land tax	1,437,918
Goods tax	7,046,343
Wine & Tobacco tax	590,224

As in the case of Kirin and Liaoning Provinces, the greatest item of expenditure is that of the army, amounting to 4,391,844 yuan.

2. FINANCES OF KWANTUNG LEASED TERRITORY

Special Account and Local Expenses.—The annual account of the Kwantung Government is treated as a Special Account in the budget of the Japanese Government, and in the Special Account, the revenue consists of taxes, revenues other than taxes, and subsidies from the general account of the Japanese Government. The Local Expenses is under the management of the Governor of the Kwantung Province, and is applied to defray the expenses of local administration.

The tax system is as follows:

National Expenditure—Land tax, income tax on corporation, salt tax, exchange business tax, tax on stock and grain exchanges, wine tax and tobacco tax.

Local Expenditure—business tax, miscellaneous taxes.

The expenditure of the Kwantung Government is yearly

increasing, owing to the improvement of sanitary equipment, the expansion of the police system, the extension of educational facilities, the development of communications and other administrative measures. The revenue thus being insufficient to meet the increasing expenditure, the shortage is made up by an annual subsidy from the Japanese Government.

The Local Expenses is that of local administrative expenses that are required directly for the protection and welfare of local communities, and are defrayed out of local revenues.

During the first period (1905-1915) of the administration of the Kwantung Government (then Kwantung Government-General), local expenses were paid out of the Special Account, but with the development of the territory, there was an increase of local revenue as well as of that from water works, electric light service, and hospitals, and all local expenses are now paid out of the local revenues.

The revenue and expenditure of the Special Account and the Local Expenses are as follows: (the figures for the financial year of 1930-31 are budget estimates).

REVENUE AND EXPENDITURE OF THE SPECIAL ACCOUNT FOR THE KWANTUNG GOVERNMENT

REVENUE

Ordinary Revenue:	1907	1910	1915	1920	1925	1926	1927	1928	1929	1930
Taxes—	¥	¥	¥	¥	¥	¥	¥	¥	¥	¥
Land tax	105,186	106,171	108,935	217,228	217,046	217,563	216,909	216,474	216,682	216,433
Salt tax	47,103	101,022	167,137	198,599	359,438	301,621	301,017	331,768	385,157	311,468
Income tax	—	—	—	368,382	1,928,775	2,034,060	1,999,139	2,661,581	2,492,744	2,406,278
Wine tax	—	—	—	—	281,553	326,798	376,593	404,314	440,886	369,235
Tobacco tax	—	—	—	—	674,427	682,024	710,640	853,527	903,960	786,166
Other taxes	—	—	—	228,400	126,038	127,333	98,771	93,805	128,786	79,908
Total	152,289	207,193	276,072	1,012,609	3,587,277	3,689,399	3,703,069	4,561,469	4,568,215	4,169,488
Revenue from government enterprises and properties	1,090,210	1,357,487	1,834,322	5,745,262	6,485,715	6,878,908	7,389,517	9,975,392	10,983,197	11,379,893
(Postal, telegraph and telephone revenue)	(740,509)	(1,039,433)	(1,490,868)	(5,149,587)	(5,629,261)	(5,269,196)	(6,110,987)	(6,677,741)	(6,857,011)	(7,194,136)
Stamp revenue	—	38,048	87,212	573,984	444,217	670,550	782,733	799,437	888,424	879,380
Other revenues	25,479	29,134	23,867	231,674	231,392	217,858	383,623	313,414	312,312	338,516
Received from Special Deposit Account, Finance Department	—	—	—	—	60,000	60,000	60,000	60,000	190,000	190,000
Total	1,267,979	1,631,862	2,221,473	7,563,529	10,808,601	11,516,715	12,318,942	15,709,712	16,942,148	16,957,277
Extraordinary Revenue:										
Total	3,005,493	5,010,556	3,341,985	6,660,750	7,139,121	7,505,328	9,882,663	10,768,408	11,001,897	5,992,662
(National Treasury Grant)	(3,000,000)	(3,615,416)	(1,937,000)	(3,250,000)	(3,000,000)	(3,000,000)	(4,000,000)	(4,000,000)	(4,550,000)	(4,000,000)
Grand Total	4,273,472	6,642,419	5,563,458	14,224,279	17,947,722	19,022,043	22,201,605	26,478,120	27,944,045	22,949,939

EXPENDITURE

Ordinary Expenditure:										
Total	2,646,149	2,988,893	3,024,977	7,006,521	11,788,346	12,409,914	13,023,489	15,020,758	16,247,873	17,747,981
Extraordinary Expenditure:										
Total	805,337	2,782,442	1,093,947	4,699,201	2,248,068	2,170,812	3,961,540	5,834,174	6,328,596	5,201,958
(Various enterprises)	(642,349)	(1,522,250)	(799,883)	(2,317,636)	(2,088,524)	(1,977,438)	(2,778,178)	(3,974,255)	(3,913,425)	(3,175,488)
Grand Total	3,451,487	5,771,335	4,118,924	11,705,722	14,036,414	14,580,726	16,985,029	20,854,932	22,576,469	22,949,939

INCOME AND DISBURSEMENT OF THE LOCAL EXPENSES OF KWANTUNG PROVINCE

INCOME	1907	1910	1915	1920	1925	1926	1927	1928	1929	1930
Ordinary Income:	¥	¥	¥	¥	¥	¥	¥	¥	¥	¥
Taxes—										
Business tax	157,371	184,696	171,183	979,338	1,232,646	1,355,829	1,377,725	1,329,954	1,376,258	1,078,470
Other taxes	123,931	127,581	181,784	404,755	442,153	511,639	573,314	584,607	632,375	467,685
Total	281,302	312,277	352,967	1,384,093	1,674,799	1,867,468	1,951,039	1,914,561	2,008,633	1,546,155
Income from enterprises and properties	84,331	427.877	428,775	1,181,944	1.673,043	1,728,459	1,833,504	1,824,630	2,064,410	1,832,490
Miscellaneous Income	63,072	152,654	2,323,627	3,986,776	1,916,920	1,944,727	1,756,738	817,218	705,703	459,645
Total	428,705	892,809	3,105,369	6,552,813	5,264,762	5,540,654	5,541,281	4,556,409	4,778,746	3,838,290
Extraordinary Income:										
Total	466,310	265,833	607,176	4,128,802	3,947,639	4,262,869	5,448,178	5,489,457	4,751,726	2,263,414
Grand Total	895,015	1,158,642	3,712,545	10,681,615	9,212,401	9,803,523	10,989,459	10,045,866	9,530,472	6,101,704
DISBURSMENT										
Ordinary Disbursement:										
Huitung Office	1,541	1,690	1,690	18,418	24,984	28,290	31,960	34,095	37,927	41,490
Education	40,546	89,434	82,336	230,607	306,176	338,207	371,381	402,080	462,216	556,373
Industrial Encouragement	108,432	56,640	94,888	163,934	259,053	318,217	368,110	162,026	39,403	52,039
Sanitation	41,976	159,016	175,589	567,598	416,028	414,808	466,505	149,247	105,567	120,580
Other Expenses	206,335	393,437	339,013	1,479,877	1,540,523	1,626,954	1,773,107	1,884,776	2,168,852	2,202,663
Total	398,830	700,217	693,516	2,460,434	2,546,764	2,726,476	3,011,063	2,632,224	2,813,965	2,973,145
Extraordinary Disbursement:										
Total	356,948	334,217	1,119,215	4,435,796	2,591,581	2,712,542	3,724,404	3,519,248	3,164,813	3,128,559
Grand Total	755,778	1,034,435	1,812,731	6,896,230	5,138,345	5,439,018	6,735,467	6,151,472	5,978,778	6,101,704

Self-Government Bodies.—*Finance of Cities.*—The finance of the cities of Dairen and Port Arthur is based on three taxes, the household tax, a tax supplementary to the local tax of the Kwantung Government, and a special tax. Besides these, there are collected at Dairen an amusement tax, a carriage tax, and a tax supplementary to the real property transfer tax of the Kwantung Government. The annual expenditure accounts of the two cities have been as follows (the figures for 1930 are the budget estimates).

City of Dairen	
1915	¥ 62,333
1920	856,678
1925	799,404
1926	1,026,757
1927	1,066,563
1928	1,151,402
1929	1,145,158
1930	1,132,625
City of Port Arthur	
1915	19,487
1920	78,699
1925	100,279
1926	150,576
1927	108,256
1928	95,176
1929	105,798
1930	104,856

The city of Dairen uses its municipal properties, and also has a special account for managing municipal lands, dwelling houses and pawnshops.

Finance of Kai.—The Kai, or Hui (會) receive revenue from property and that derived from fees and charges is also limited. So most of the expenditure is defrayed by levying taxes, which are of two kinds, household tax and land tax. The revenue and expenditure for the past years has been as follows (in thousands of yen; the figures for 1930 are the budget estimates):

	1927		1928		1929		1930
	Rev.	Exp.	Rev.	Exp.	Rev.	Exp.	Rev.
Under jurisdiction of Port Arthur Civil Administration Office	171	153	190	170	210	186	204

Under jurisdiction of Dairen Civil Adminstration Office ..	128	106	140	122	165	147	144
Under jurisdiction of Chinchou Civil Administration Office ..	178	153	197	180	214	192	234
Under jurisdiction of Pulantien Civil Administration Office ..	291	264	318	274	360	304	380
Under jurisdiction of Pitzuwo Civil Administration Office ..	238	198	267	221	268	216	283

Annual Account of South Manchuria Railway Zone.—The South Manchuria Railway Company is bound to undertake civil engineering works and to provide educational and sanitary equipment in the Railway Zone, but at the same time, it is privileged to levy charges on the inhabitants within the Zone.

The annual account of the Railway Zone is as follows:

1907	¥ 21,072
1910	236,307
1915	708,076
1920	2,653,404
1925	3,769,398
1926	3,979,504
1927	3,941,504
1928	4,342,936
1929	4,717,407

The revenue and expenditure in the Railway Zone in recent years have been as follows:

REVENUE (in thousands of Yen)

	1925	1926	1927	1928	1929
Taxes	779	833	868	938	1,000
Fees	195	209	219	220	241
Other revenues	79	93	110	133	140
S.M.R. subsidy[1]	2,715	2,842	2,742	3,050	3,335
Total	3,769	3,979	3,941	4,342	4,717

[1] This amount is supplied by the South Manchuria Railway Company to make up the deficit.

EXPENDITURE (in thousands of Yen)

	1925	1926	1927	1928	1929
Office Expenditure	56	64	57	59	69
Civil Engineering	659	583	609	596	582
Education	1,802	1,982	1,473	1,612	1,549
Sanitation	523	601	514	525	511
Policing	238	273	226	234	219
Parks	187	180	165	208	198
Other Expenses	302	294	894	1,107	1,589
Total	3,769	3,979	3,941	4,342	4,717

3. CUSTOMS

System of Customs and Tariff of China.—The Chinese Customs consist of the Maritime Customs established at trade ports, and the Native or Old Customs in the interior. The difference between the two viewed from the standpoint of the Customs system of China lies in the fact that while the Maritime Customs are collected at trade ports, marts and leased territories, the Native Customs are levied at marts and other commercial town of the interior. The Maritime Customs are under foreign supervision, but the Native Customs are usually under the jurisdiction of Chinese officials, with the exception of those customs houses which are situated within 50 Chinese li of the treaty ports and have been placed, since 1901, under the control of the Maritime Customs authorities as security for the Boxer indemnity.

The feature of the Chinese Customs is the low tariff rate which is applied equally to import and export. The rate, based on the Anglo-Chinese Treaty of 1842, is as a rule five per cent ad valorem. After 1842, however, several revisions were made, because the percentage of the duty to the real value of the goods changed with the fluctuation of standard prices. But the Chinese Government still insisted that the actual tariff paid did not come up to five per cent of the actual value, and demanded a further revision. As a result, the Powers adopted the Chinese proposal at the Washington Conference (1921-1922), and later at the Customs Tariff Conference the rate was recognized as an actual five per cent. China then decided to adopt seven graded rates of import tariff as a temporary measure until the customs autonomy could be secured in January, 1929, and the powers recognized this decision. But just at that moment, the south and north factions of China were

at war and the application of the temporary rate was suspended.

In 1928, the National Government was actually established, and the Customs system of the entire country was placed under its control. When it accordingly declared that the seven graded tariff rates approved of at the Customs Tariff Conference would be applied for one year, the foreign Powers gave their consent, and the new rates came into force on February 1, 1929. Under them, imports are divided into twelve classes and 718 articles, and the lowest rate is 7.5 per cent and the highest 27.5 per cent.

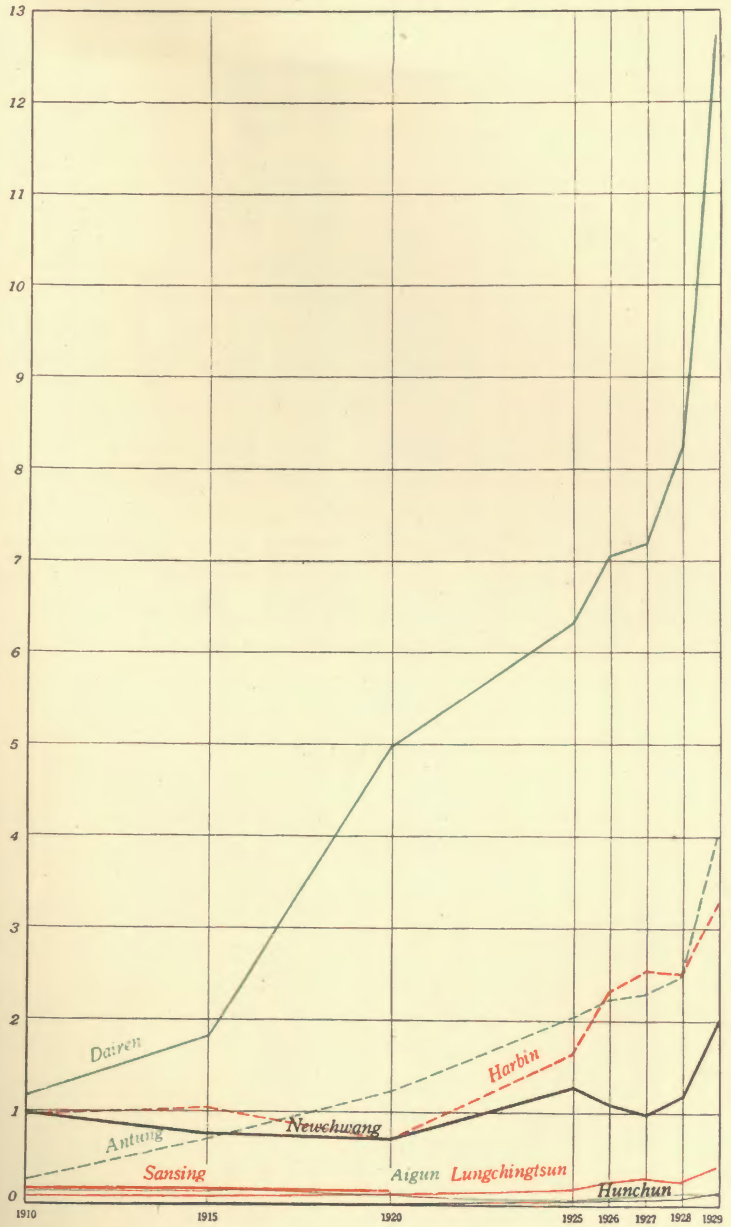
Another great change in the tariff system, made since the establishment of the National Government, is the charging of import tariff in terms of gold. This policy was declared by an order from the government dated January 15th 1930, and the new system put into force on February 1st in accordance with this decision.

Customs System and Tariff in Manchuria.—The special feature of the Chinese Customs system in Manchuria is the free port system of the Kwantung Leased Territory. And another special feature besides this, was, until the signing of the new Sino-Japanese Customs Tariff Treaty on May 6, 1930, the one-third reduction of duty on goods imported and exported by land at Antung, but this special rate was abolished from September, 1930.

The revenue of the Maritime Customs in the three Manchurian provinces is as follows:

Maritime Customs Revenue of Manchurian Ports, 1910—1929

(in Millions of Hk. Tls.)



TOTAL MARITIME CUSTOMS REVENUE OF EACH PORT OF MANCHURIA (in thousands of Haikwan Tael)

	1910	1915	1920	1925	1926	1927	1928	1929
Aigun	62,911	39,958	188,526	31,532	35,820	47,755	54,039	18,765
Sansing	92,070	97,944	92,760	—	—	—	—	—
Harbin	876,069	976,743	651,877	1,574,586	2,233,208	2,460,008	2,431,779	3,202,659
Hunchun	8,972	19,239	17,637	46,982	63,454	67,036	80,585	104,946
Lungchingtsun	4,226	16,122	50,373	103,156	198,577	238,304	195,071	360,482
Antung	195,930	623,732	1,130,486	1,912,680	2,094,553	2,143,426	2,310,677	3,791,137
Dairen	1,102,804	1,740,035	4,902,715	6,273,262	7,015,576	7,133,725	8,187,779	12,837,741
Newchwang	995,241	784,234	729,944	1,303,132	1,102,080	989,495	1,183,844	2,084,932
Total for the three Manchurian provinces*	3,338,223	4,298,007	7,764,318	11,245,330	12,743,268	13,079,751	14,443,777	22,400,662
	(100)	(129)	(233)	(337)	(382)	(392)	(433)	(671)
Total for China	35,571,878	36,747,706	49,819,885	70,725,667	80,435,961	68,781,875	82,332,525	152,830,093
	(100)	(103)	(140)	(199)	(226)	(193)	(231)	(430)
Percentage of the three Manchuria provinces	9.4%	11.7%	15.5%	15.9%	15.8%	19.0%	17.5%	14.7%

*Numbers in brackets show percentage of increase

The Native Customs Houses are maintained at various places in Manchuria and Mongolia.

System of Customs and Tariff in Kwantung Leased Territory. The Customs system in the Kwantung Leased Territory was formulated in accordance with the Liaotung Lease Treaty signed in March 1898, and the agreement regarding the establishment of the Chinese Customs at Dairen, and navigation regulations, signed at Peking in 1907 by Japanese and Chinese delegates.

After the leasing of Liaotung Peninsula, the Russian Government made Port Arthur a naval port and prohibited the entrance of foreign ships except those of Russia and China, but Dairen was made a free port and ships of all nations were permitted to enter, exempt from customs duty on exports or imports. According to the Treaty of Lease mentioned above and the agreement concerning the construction and management of the South Manchurian branch of the Chinese Eastern Railway, Russia was permitted to adopt proper customs regulations to be effective within the Leased Territory, while the Chinese Government was allowed to collect duty at the border line on goods passing the border between the Leased Territory and the Chinese territory. Also according to negotiations between the Chinese and Russian Governments after the opening of Dairen, it was agreed that Russia should permit the establishment of a Chinese Customs House at the port of Dairen, the opening and management of which was to be undertaken by the Chinese Eastern Railway. Before this Chinese Customs House was established, the Russo-Japanese War broke out, and Japan succeeded to the lease of the territory.

Japan then recognized the necessity of establishing a Customs system in the Leased Territory, and opened negotiations with the Peking Government, as the result of which, an agreement was reached in May, 1907, regarding the establishment of a Maritime Customs Office at Dairen and inland steam navigation.

According to this agreement, the entire Leased Territory was made a free district, and Japan approved the establishment of an office of the Chinese Maritime Customs for collecting duty on goods passing through the Leased Territory into the interior of China, or entering the Leased Territory from the interior of China, and in the name of the Government-General of the Kwantung Leased

Territory, proclaimed the Provisional Customs Regulations in the Kwantung Leased Territory. In July, 1907, the Dairen Customs House was opened, but the system adopted is different from that at other treaty ports of China and is more complicated.

The conditions under which duty is levied according to the Sino-Japanese Agreement on the Dairen Maritime Customs and to the Provisional Regulations issued by the Kwantung Government-General, are as follows:

A. Exemptions:
   1. Goods imported to Dairen by sea and consumed within the Leased Territory.
   2. Goods brought into the Leased Territory from the interior of China by land and consumed in the territory.
   3. Exports of products of the Leased Territory, of goods made thereof or materials imported from foreign countries.

B. Impositions:
   1. Foreign goods imported at Dairen and passing the border of the Leased Territory by land into the interior of China are subject to import duty.
   2. When products of the Leased Territory or goods made thereof are sent by land into the interior of China, an import duty is levied.
   3. When goods brought into the Leased Territory by land from the interior of China are exported from Dairen, an export duty is levied.
   4. When goods made of materials brought by land from the interior of China are exported, an export duty is levied on materials or manufactured goods according to the option of the exporter.
   5. When Chinese goods brought to Dairen by sea from other trade ports of China are sent to the interior of China, duty will be levied according to the treaty in force.
   6. When Chinese goods brought to the Leased Territory by land are exported to other trade ports of China, an export duty is levied at Dairen and the coastwise trade tax at the destination.

Customs Autonomy Movement and Manchuria.—China declared on February 1, 1929, through the Inspector-General of the Maritime Customs, that at all Maritime Customs Houses in China, additional collection was to be made of the 2.5% export surtax, the 1.25% coast trade surtax, and the 2.5% surtax on goods manufactured by western machinery.

The export surtax, however, was never approved by the Powers concerned. As a condition for bringing to an end the anti-British boycott at Canton in 1926, China demanded the right of collecting an export surtax of 2.5% (5% on luxuries), and Great Britain gave tacit consent, but the surtax was never actually collected at any other ports. As it is to be levied as compensation for abolishing various internal taxes collected on goods during shipment from the place of manufacture to the port, this surtax is similar to the Half Duty (子口半税), and Japan could not approve it. It is also a direct violation of the Anglo-Chinese Tientsin Treaty of 1858 and the Franco-Chinese Treaty of 1858, the benefit of which was also accorded to Japan, and the latter country, therefore, lodged a strong protest against the declared intention of collecting it.

The Dairen Customs House has special relations with Japan, and according to the agreement of 1907, regarding its establishment, any revision of the tariff rate operating at Dairen, cannot be put in force except with Japan's approval. At Dairen, the new rate was rejected on the strength of the Sino-Japanese Agreement, and Japan took forceful measures to prevent its application, while, at Antung and Yingkow, she also demanded the passage of goods of Japanese shippers under the former tariff. Because of these objections, China decided to postpone indefinitely the application of the new rate at Dairen and Antung, and to put it in force only at Harbin and Yingkow.

In February, 1929, China again notified Japan of the abolition of the special one-third reduction of duty at Antung on goods shipped across the border by land, and attempted to collect the whole rate. But the agreement to the one-third reduction of duty at Antung cannot be cancelled by the ex-parte wish of China alone, and Japan took a strong line in support of the maintenance of the privilege, and China was obliged to postpone the application of the new rate indefinitely.

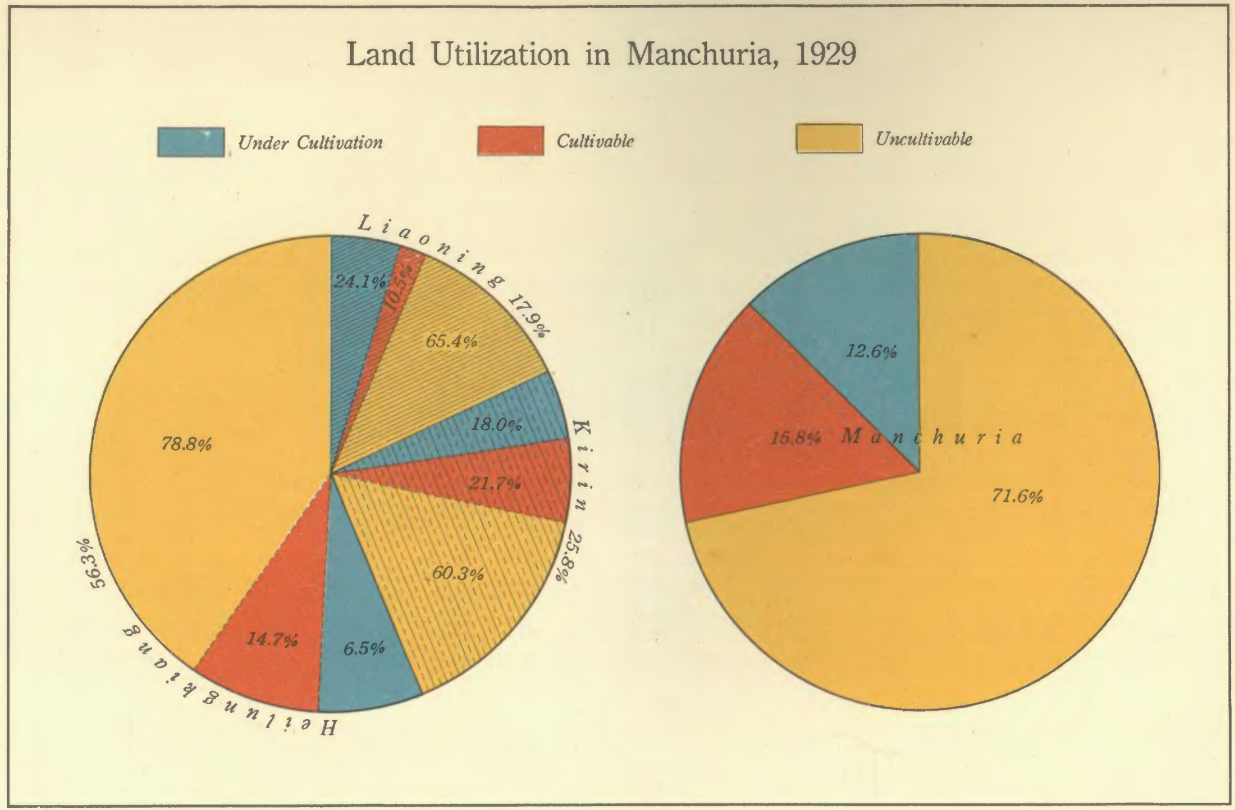
However, as mentioned elsewhere, with the conclusion of the new Customs Tariff Treaty between Japan and China, the collection of export surtax at Dairen Custom House was recognized by Japanese authorities and the special reduction of duty at Antung was abolished.

CHAPTER VIII.
AGRICULTURE

Introduction.—The vast plains of Manchuria consist for the most part of agricultural land, covered with fertile soil or humus, so that naturally agriculture has always been the main occupation of the people of Manchuria. The recent development of transport facilities and the fact that peace and order are maintained in Manchuria, have encouraged the coming of immigrants in large numbers from China proper and especially from Shantung Province. Undeveloped land is thus being brought under cultivation, and every year sees some increase in the total amount of farming products. Unfortunately, these immigrants possess neither scientific knowledge nor capital, and as they still follow primitive methods of cultivation, the productiveness of the land is not yet fully exploited. The wide plains that characterize the country invite the use of machinery for large-scale cultivation, and if capital and technical skill were applied, their agricultural production could certainly be multiplied manifold.

The interest of Japanese enterprise has already been aroused by this possibility and the South Manchuria Railway Company has established the Agricultural Experiment Station at Kungchuling (公主嶺), a branch station at Hsiungyocheng (熊岳城), and experimental farms and nursery beds at various other places. The Kwantung Government has an experimental station at Chinhou (金州). These experimental stations and farms aim at the improvement of agricultural products, they conduct investigations into farming problems, supply seeds, saplings and breeds of improved varieties, and, in general, endeavour to promote the agricultural development of Manchuria. Furthermore, for the diffusion of agricultural knowledge, agricultural schools have been established at Kungchuling and Hsiungyocheng which give agricultural education to Chinese boys.

The Dairen Agricultural Company (capital ¥5,000,000) at Dairen, and the East Asia Industrial Company (capital ¥10,000,000) at Mukden are setting a good example to the Chinese in the


Land Utilization in Manchuria, 1929
Under Cultivation
Cultivable
Uncultivable
Liaoning 17.9%
24.1%
10.5%
65.4%
78.8%
18.0%
Kirin 25.8%
21.7%
60.3%
Heilungkiang
56.3%
14.7%
6.5%
12.6%
15.8%
Manchuria
71.6%

scientific management of rice paddy-fields.

Cultivated Area.—The plains along the lower Liao River, the upper and middle Sungari River, and the Hurka River are most fertile, and constitute the main agricultural territory of Manchuria. Next come the lands in the centre of Heilungkiang Province and along the lower reaches of the Sungari. These districts are being developed with astonishing rapidity by the Chinese immigrants from Shantung and Hopei.

Parts of Eastern Inner Mongolia and the land along the upper Liao are also fertile, and may show great agricultural possibilities in the future.

The area of cultivated land in Manchuria is given in the following table:

AREA UNDER CULTIVATION IN MANCHURIA (1929)
(in square kilometre)

Province	Total Area	Cultivable Area			Not Arable Area
		Under cultivation	Uncultivated	Total	
Liaoning Province	185,206	44,667	19,398	64,065	121,141
Kirin Province	267,753	48,266	57,996	106,262	161,491
Heilungkiang Province ..	582,609	37,995	85,784	123,779	458,830
Total	1,035,568	130,928	163,178	294,106	741,462

The percentage of cultivated area to the total area is as follows:

Province	Percentage to the Total Area				Percentage to Cultivable Land	
	Cultivable	Uncultivable	Under cultivation	Not under cultivation	Under cultivation	Not under cultivation
Liaoning	34.6	65.4	24.1	10.5	69.7	30.3
	(34.4)	(65.6)	(28.3)	(6.1)	(82.3)	(17.7)
Kirin	39.7	60.3	18.0	21.7	45.4	54.6
	(43.1)	(65.9)	(19.6)	(23.5)	(45.5)	(54.5)
Heilungkiang ...	21.2	78.8	6.5	14.7	30.7	69.3
	(22.2)	(77.8)	(6.6)	(15.6)	(29.7)	(70.3)
Total	28.4	71.6	12.6	15.8	44.5	55.5
	(29.3)	(70.7)	(13.3)	(16.0)	(45.5)	(54.5)

(Figures in parenthesis designate the percentage in 1928)

Principal Farming Products.—The total value of the agricultural products of Manchuria for the year 1928 is estimated at ¥1,300,000,000. After supplying the needs of the Manchuria popu-

lation which numbers 30 million a large amount of agricultural products is annually exported. In 1929, the principal agricultural products and bean cake shipped from the three ports of South Manchuria (Dairen, Yingkow and Antung) reached a value of more than 224 million Haikwan taels.

Soya Beans.—Manchuria is often called "the land of beans," and the production of soya bean constitutes two-thirds of the total world crop. The value of soya bean exported from the three ports of South Manchuria in 1929 amounted to more than 140 million Haikwan taels. These soya beans are first pressed to extract bean oil, and the residue is then exported to Japan as fertilizer, though shipments of bean cake are now also made to other countries. Recently, the use of bean cake as animal fodder has begun to attract attention.

Bean production during the past few years has been as follows:

		Planted Area (square kilometres)	Production (metric tons)
Soya Beans	1926	25,821.82	3,465,243
	1927	35,418.84	4,444,881
	1928	37,431.98	4,839,105
	1929	38,414.48	4,854,550
Other Pulse	1926	4,033.49	364,052
	1927	4,029.32	434,412
	1928	4,219.28	476,353
	1929	3,478.34	377,170

EXPORT THROUGH THREE PORTS OF SOUTH MANCHURIA
(in metric tons)

	1924	1925	1926	1927	1928	1929
Soya Beans ..	809,572	902,628	779,386	1,029,776	1,491,985	2,232,045
Other Pulse ..	90,102	86,311	115,231	145,594	110,021	111,588
Bean Cake ...	1,563,904	1,428,556	1,543,580	1,544,197	1,227,662	1,125,099
Bean Oil	106,457	120,231	143,901	141,973	115,636	116,405

Juichu (如意珠) and Huangpaochu (黃寶珠), two superior varieties of bean developed at the South Manchuria Railway Agricultural Experiment Station are of a good appearance and yield a good harvest with a richer content of oil, as the following table shows:

	Crop per hectare	Increase in percentage	Oil content
Native Variety	1,679 (Kg.)	100	20.93 (%)
Juichu	1,857	111	21.16
Huangpaochu	1,817	108	21.19

Kaoliang.

	Planted Area (square kilometres)	Production (metric tons)	Export through three ports of South Manchuria (metric tons)
1926	23,773.98	3,698,029	297,190
1927	26,532.00	4,576,933	434,076
1928	28,956.32	4,610,254	460,870
1929	29,461.73	4,678,380	191,017

There are two kinds of kaoliang, no (糯) or glutinous and ching (粳) or non-glutinous. Kaoliang is the main food of Manchurian farmers, and is therefore most widely cultivated; but besides being important in this respect, it is also used as material for distilling kaoliang spirits, and as fodder for domestic animals, while its stalks are very valuable as fuel and building material, and experiments have been made with a view to using them for the manufacture of paper.

Millet.

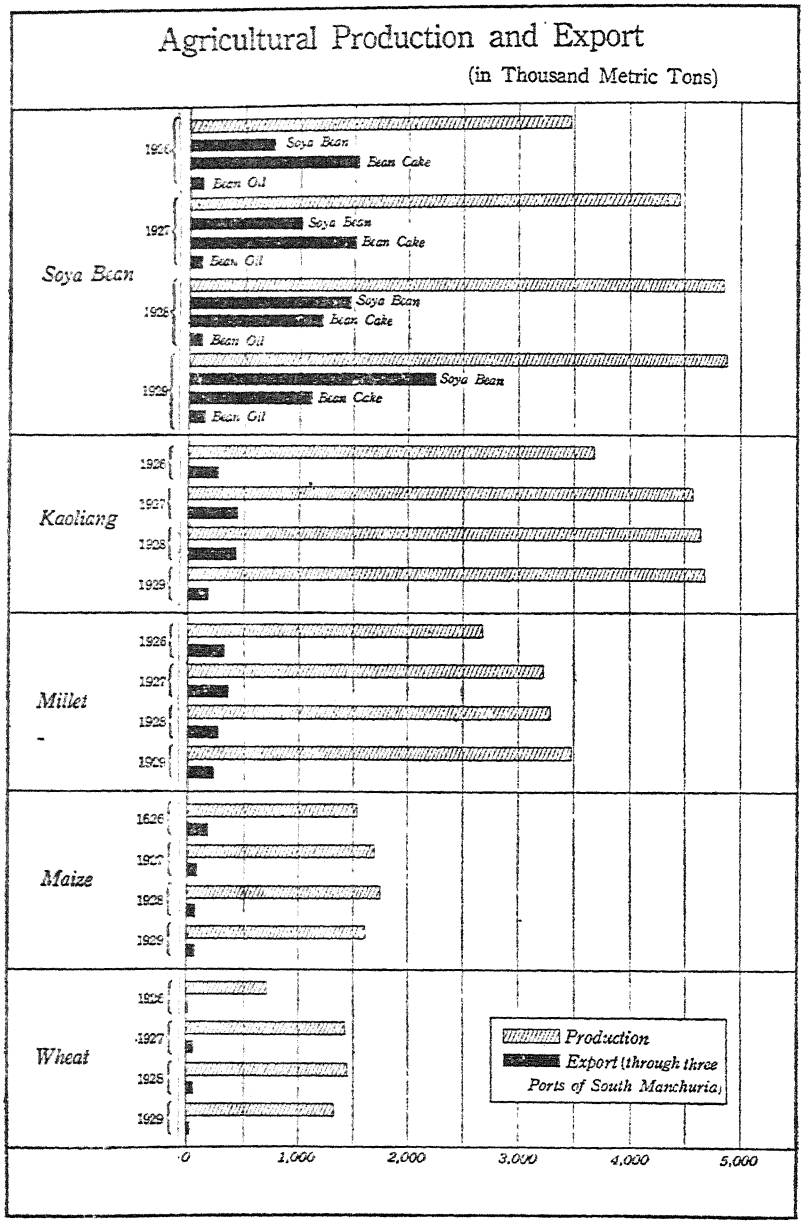
	Planted Area (square kilometres)	Production (metric tons)	Export through three ports of South Manchuria (metric tons)
1926	19,103.11	2,695,876	320,335
1927	20,962.11	3,207,143	366,467
1928	21,691.22	3,272,098	287,387
1929	22,530.29	3,349,710	218,158

Millet is another important food of Manchurian farmers, and is likewise used as material for making spirits. The export of Manchurian millet into Chosen has recently reached quite a large figure, for it is necessary to supplement the shortage of native rice caused by the large rice exports to Japan proper.

Maize.

	Planted Area (square kilometres)	Production (metric tons)	Export through three ports of South Manchuria (metric tons)
1926	10,995.70	1,547,418	191,296
1927	10,043.01	1,711,941	99,615
1928	9,875.23	1,740,835	77,700
1929	9,050.88	1,611,620	89,383

Maize is mainly produced in the southern parts of South Manchuria, and is a food, next in importance to kaoliang and mil-


Agricultural Production and Export
(in Thousand Metric Tons)
Soya Bean
1926
Soya Bean
Bean Cake
Bean Oil
1927
Soya Bean
Bean Cake
Bean Oil
1928
Soya Bean
Bean Cake
Bean Oil
1929
Soya Bean
Bean Cake
Bean Oil
Kaoliang
1926
1927
1928
1929
Millet
1926
1927
1928
1929
Maize
1926
1927
1928
1929
Wheat
1926
1927
1928
1929
Production
Export (through three Ports of South Manchuria)
0
1,000
2,000
3,000
4,000
5,000

let. The manufacture of starch from maize is believed to be a very promising enterprise in Manchuria.

Wheat.

	Planted Area (square kilometres)	Production (metric tons)	Export through three ports of South Manchuria (metric tons)
1926	8,947.24	745,581	169
1927	11,380.46	1,444,761	15,359
1928	13,167.28	1,469,292	57,763
1929	12,850.48	1,301,760	33,312

At present the export of wheat is very limited, but at several important cities around Harbin, along the Chinese Eastern Railway line, there are many large modern flour-mills. The wheat-flour industry is only next in importance to that of bean oil extraction.

Wheat is generally suitable for cultivation in North Manchuria, and some day will rival the bean production.

The improved variety of wheat perfected at the South Manchuria Railway Agricultural Experiment Station is superior to the variety that was first planted in Manchuria by the Russians, and has a promising future before it.

Upland and Paddy-Field Rice.

	Planted Area (sq. kilometres)		Production (metric tons)	
	Paddy-field rice	Upland rice	Paddy-field rice	Upland rice
1926	1,168.07	1,176.40	211,299	126,143
1927	1,258.21	1,171.74	147,710	146,948
1928	820.03	1,011.20	149,624	144,535
1929	767.29	1,096.40	130,750	156,250

Among the upper-class Chinese, rice—particularly paddy-field rice—is gradually gaining favour. With the increased rice consumption in Manchuria, many people are giving attention to the reclamations of paddy-fields.

The paddy-field districts include Mukden, Fushun, Antung, Kaiyuan, Sungshu, Haicheng, Yingkow, Hailin and Chientao, the banks of the Liao, Sungari,, Taitzuho, Hunho and other rivers comprise extensive areas which might be turned into paddy-fields. The reclamation of these lands deserves serious attention.

Tussah Silk.—Manchuria is the world-famous centre of tussah silk, and especially owing to the increased demand for pongees after the close of the Great War, the tussah silk industry of

Manchuria has shown great development.

Tussah silk is produced at Shantung, Szechwan, Honan and other provinces of China, but Manchuria produces more than 80 percent of the total production of China, as the territory has great natural assets. Tussah silkworms are reared in the open, and are sensitive to moisture and wind, but flourish on dry and warm hillsides. Everywhere, the climate and topography of Manchuria is favourable for the rearing of silkworms.

The principal tussah silk-producing districts of Manchuria are Kaiping, Hsiuyen, Antung, Kuantien, etc. Antung particularly is the centre of production and surpasses Chefoo in Shangtung Province. There are no available statistics regarding the total annual production, but it is estimated at about 10,000,000,000 cocoons.

There are woodlands still unutilized which are suitable for the rearing of silkworms, and if the breed of the silkworms and the method of rearing are improved, the present production might easily be doubled. The industry therefore shows great promise.

Cotton.—Cotton is cultivated in Manchuria south of a line drawn from Tiehling to Kangping, Liaoyang and Chinchou being the principal cotton districts. Particularly in the Liaoyang district which has become the foremost cotton-growing district in Manchuria, the area of cotton plantation is yearly increasing. The total area planted with cotton in 1929 was 340 square kilometres.

Although Manchuria cotton is not particularly good as spinning cotton, it is gradually being improved, and attention is being directed to the adoption of proper methods of cultivation.

Tobacco.—Tobacco is cultivated at various places both in North and South Manchuria. The variety of tobacco usually grown is very poor and does not suit the general taste, but tobacco farms at Nanshan and Nanhutou districts produce tobacco of a fairly good quality. The production for 1929 is as follows:

	Planted Area (sq. kilometres)	Production (metric tons)
Liaoning Province	230.47	5,808
Kirin Province	174.24	20,482
Heilungkiang Province	37.21	4,766
Total	441.92	31,056

Besides those mentioned above, there are other agricultural

products such as hemp, jute, flax, beet and fruit of various kinds.

Live-Stock.—There is in Manchuria an indissoluble bond between the agricultural system and domestic animals. Farm wastes are utilized in feeding them, while animal excrements are used as fertilizer; ploughing, stamping, harrowing, manuring, transporting and threshing are all carried out with their help. Live-stock in Manchuria therefore, is very numerous, twenty million being a conservative estimate if horses, cattle, pigs and sheep are included. The number of domestic animals as far as was actually known in 1929 was as follows:

LIVE-STOCK (1929)

		Cattle	Horse	Donkey	Mule	Sheep	Pig	Total
South Manchuria	District South of Mukden	271,810	327,780	126,230	139,320	208,050	1,161,170	2,234,360
	Peiping Railway District	58,150	59,450	11,490	79,500	129,920	775,040	1,113,550
	Kaiyuang District	56,900	135,680	101,310	69,240	48,700	601,890	1,013,720
	Shenghai Railway District	60,840	68,100	49,800	17,650	14,110	281,010	491,510
	Changchun-Kungchuling District	38,300	61,850	82,380	39,000	55,470	644,260	921,260
	Ssutao Railway District	63,800	78,950	12,830	23,200	63,750	231,700	474,230
	Kichang Railway District	51,400	62,380	71,340	6,400	8,870	139,410	339,800
	Chienta District	65,590	24,270	3,100	6,300	4,450	242,170	345,880
	Total	666,790	818,460	458,480	380,610	533,320	4,076,650	6,934,310
	1928	589,260	844,280	378,970	378,700	480,750	4,261,820	6,933,780
North Manchuria	Chinese-Eastern Southern Line District	89,310	257,600	63,990	23,820	50,600	730,900	1,216,220
	Harbin District	7,600	16,220	2,800	700	3,400	51,500	82,220
	Chinese-Eastern Eastern Line District	98,400	156,850	32,790	13,350	38,100	341,800	681,290
	Lower Sungari District	116,210	216,450	44,740	9,630	48,200	538,300	973,530
	Huhai Railway District	98,440	243,200	31,390	15,200	73,000	482,200	943,430
	Chinese-Eastern Western Line District	326,580	507,700	91,810	22,330	263,400	1,011,200	2,223,020
	Other Districts	201,810	205,930	12,620	1,430	1,591,600	118,900	2,132,290
	Total	938,350	1,603,950	280,140	86,460	2,068,300	3,274,800	8,252,000
	1928	938,130	1,581,670	276,510	89,460	2,068,300	3,274,800	8,228,870
	Grand Total	1,605,140	2,422,410	738,620	467,070	2,601,620	7,351,450	15,186,310
	1928	1,527,390	2,425,950	655,480	468,160	2,549,050	7,536,620	15,162,650

For farm work and as pack animals, *mules* are most important. Although living on scanty fodder, their power to stand rough handling is surprising.

Horses in Manchuria are of Mongolian breed. They are small in stature, but very hardy. Like camels in Mongolia, horses are an important means of travelling.

The *Donkeys* commonly kept at farm houses are of a small breed and posses remarkable strength for their size; they are used in domestic work and farm work, and also as pack animals.

Pigs are very important to the Chinese, as they supply them with meat and fertilizer for their farms. As mentioned elsewhere, the export of pigs' bristle is reaching quite a large figure every year. Every farming household keeps a number of pigs, but the breed is inferior and very small. Recently native pigs have been crossed with Berkshires, and the improved breed is increasing in number.

The wool and skins of *sheep* are important items of export as explained elsewhere.

EXPORT OF PRINCIPAL PASTURE PRODUCTS

(In 1929 through the three ports of South Manchuria and and the Harbin Customs District)

	(In Haikwan taels)
Leather, Hides and Skins	5,218,708
Bristles	1,795,080
Wool	1,602,238
Other Hairs and Feathers	774,777
Bones	495,450
Poultry	9,410
Cattle	245,593
Horns and Teeth	2,863
Animal Tallow	16,676
Eggs	658

Wool.—By an investigation made in 1926, the following statistics concerning wool production in Manchuria were obtained.

Wool transported by South Manchuria Railway ...	3,217	metric tons
Wool assembled at Chinchow	907	„ „
Wool shipped to Vladivostok by the Chinese Eastern Railway .....about	900	„ „
Wool shipped by the Ssutao Railway to Dairen or Yingkow .....about	1,180	„ „

Some shipments may have been counted more than once in the above calculation, but it can be estimated that Manchuria is able to export from 4,500 to 5,500 metric tons of wool annually.

WOOL CARRIED BY SOUTH MANCHURIA RAILWAY

	metric tons
1922	4,046
1923	3,974
1924	2,853
1925	4,648
1926	3,217
1927	3,195
1928	2,827
1929	4,418

(Including bristles and other animal hairs)

Most of the Manchurian wool is shipped from Tientsin and Taku to the United States and England.

Half the volume of Manchurian wool is produced in Eastern Inner Mongolia. Mongolian and Chinese farmers keep sheep for the meat and hide, and, consequently, no attention is given to the quality of wool, which is inferior; but mixed with Australian wool, Manchurian wool is used in wool-weaving or in rug-making. In view of the inferior quality of Manchurian wool, the Kungchuling Agricultural Experiment Station is trying to improve the breed by crossing with Merino; and though the quality of the wool of the improved cross-breed is not much different from that of the pure Merino, the quantity is slightly smaller, although it is still three times the volume of the native breed. The improved breed will make a fair contribution to the development of the wool industry when it is widely introduced.

Furs.—China is a great fur-producing country, and Manchuria is an important source of supply of high class furs. Generally, furs produced in cold regions are considered to be the best, and those from forest districts are particularly noted for glossy hair and soft texture.

The principal furs produced in Manchuria are weasel, fox, racoon, wolf, squirrel, sable, lamb, rabbit, etc. Those produced in Heilungkiang Province and the northern part of Kirin Province are of the best quality.

The annual fur export of Manchuria, according to an approximate investigation made in 1926 is as follows:—

		Port of Shipment	Destination
Forwarded by parcel post at Mukden Post Office	¥3,000,000	Dairen	England and U.S.A.
Forwarded by parcel post at Harbin Post Office	2,700,000	Vladivostok	
Others	4,090,000	Tientsin	
Total	¥9,790,000		

Including horse-hides and cattle-hides, to the value of ¥570,000 and ¥460,000 respectively, exported mostly to Japan via Dairen, the total value of the fur exports is ¥10,820,000.

Only a small portion of Manchurian furs is tanned by the Mongols and Chinese, and the bulk is exported untanned to Europe, America and Tientsin. When the tanning technique improves, furs will become an important item among Manchurian export products.

CHAPTER IX.
FORESTRY

Introduction.—The forest zones of Manchuria are mainly in the northern and eastern sections; large trees are scarce towards the south.

In the Kwantung Leased Territory, the efforts of the Kwantung authorities in afforestation have recently begun to show results, and there are now 683 square kilometres of afforested area against a total forest area of 941 square kilometres at the end of 1929. Outside the Kwantung Leased Territory, the hills along the South Manchuria Railway lines are generally bare and naked.

The Forestry Bureau of the Chinese Government is in charge of the forest, but the laws and regulations issued in the past have been of little avail, so that the country has been denuded of its remaining timber by forest fires and the indiscriminate felling of trees.

The South Manchuria Railway Company is encouraging afforestation by giving free of charge saplings and technical assistance to the Chinese in the railway zone.

The total forest area in Manchuria is about 367,000 square kilometres, more than 31 percent of the total area, and the volume of standing timber is estimated at 4,250 million cubic metres. Since the timber consumption of the world is about 1,420 million cubic metres a year, and the annual timber growth is calculated at 1,100 million cubic metres, the standing timber of the world therefore decreases by about 320 million cubic metres every year—a fact which demonstrates the importance of the Manchurian forests for the future of the world timber supply.

Species of Timber.—In Manchuria there are more than 300 known species of timber, but the common species number about 80, of which the commonest are the following:—

Evergreens: Korean pine, silver fir, Korean fir, spruce, larch.

The Forest in Kirin Province.

Kirin Timber.

Deciduous trees: Korean oak, birch, Amur lime, ash, elm, willow.

The proportion of evergreens to deciduous is 40 per cent to 60 per cent. The Korean pine constitutes more than half of the total of evergreens, while the six species mentioned above represent 70 per cent of the total of deciduous trees.

Distribution of Forests.—The principal forest zones in Manchuria are as follows:

1. The great forest zone on the right bank of the Yalu River and along the Hunho River, at the base of the Changpaishan Range.
2. The great forest zone extending from the Tumen River district to Laoyehling (老爺嶺), Kirin Province.
3. The forest zone on the upper stream of the Sungari River, of which one end connects with the Changpaishan Range and the other reaches Kirin and Hata (哈達), extending over five hsien of Kirin and Liaoning Provinces.
4. The forest of the Hurka Valley, running beside the Hsiaopaishan, Mukotehsiangshan (穆克特享山) and Wantashan (完達山) Ranges, and extending from Tunhua (敦化) in the south to Sanhsing (三姓) in the north.
5. The forest of the Lalin (拉林) River valley, commonly called the Ssuhochuan (四合川) forest zone.
6. The forest along the eastern line of the Chinese Eastern Railway, between Pogranichnaya on the border of the Russian Littoral Province and Harbin.
7. The Sanhsing district in the northern part of Kirin Province, enclosed by the Sungari, Amur, and Ussuri Rivers, extending northward to the junction of the Amur and Ussuri.
8. The Great Khingan Range district, a large forest zone covering the main and branch ranges of the Great Khingan, starting at the Taorho Valley and the Soyoerhchishan (索岳爾濟山) Mountain in the south, and following the western line of the Chinese Eastern Railway to the bank of the Amur in the north.
9. The Little Khingan Range district, a forest zone adjoining the Great Khingan Range and running along the Amur south-east to the main stream of the Sungari.

FOREST AREAS AND STANDING TIMBER IN MANCHURIA

	Forest Area (sq. Kilometres)	Estimated Standing Timber (cubic metres)
Right Bank of the Yalu and the Hunho valley	9,728	102,601,000
Sungari valley	14,249	247,499,000
Tumen valley	8,256	119,044,000
Hurka valley	6,297	119,200,000
Lalin valley	6,285	85,089,000
Chinese Eastern Railway East line district	26,291	254,369,000
Sanhsing district	52,472	740,570,000
Great Khingan Range	183,843	1,585,740,000
Little Khingan Range	99,174	991,088,000
Total	361,599	4,245,200,000

Forests of the Yalu River Valley.—The forests of the Yalu River valley, of which those on the right bank belong to China and those on the left to Korea, are mostly deciduous, with a sprinkling of evergreens. The Yalu timber trade is supplied from this basin.

This forest zone was for a long time neglected by the Chinese Government, and Russia was the first to attempt its exploitation as she advanced eastward, by forming a timber corporation in 1902. In the following year, a joint Sino-Japanese company was established, and these two organizations became rivals, reflecting the antagonism, which existed between the two countries. Later, however, in accordance with the Sino-Japanese Treaty concluded after the close of the Russo-Japanese War, the present Yalu Lumber Company was established in 1908 with a capital of 3,000,000 yuan of Peiyang silver

The Yalu Lumber Company (鴨綠江採木公司) is a joint enterprise of the Japanese and Chinese Governments, possessing the lumber rights in a vast district which extends for a distance of 193 kilometres from the Maoerhshan (帽兒山) Mountain on the right bank of the Yalu to Erhshihssutaokou (二十四道溝). Besides the lumber rights above mentioned, the company also has the sales monopoly of timber felled on the Chinese side of the Yalu, outside the above mentioned district.

Lumber markets of the Yalu Valley existed formerly at Tatungkou, but with the establishment of the Yalu Lumber Company at Antung, and the Forestry Bureau of the Korean Government at Shingishu, the marketing centres moved to Antung and Shingishu,

Antung particularly becoming the greatest lumber market in the Yalu Valley.

Forests of the Sungari, Tumen and Hurka Valleys.—Lumber produced in the forests of the Sungari, Tumen and Hurka Valleys is commonly called Kirin lumber, these forests being situated along the Kitun (Kirin-Tunhua), Kihui (Kirin-Kainei) railway lines. Before the opening of the Kirin-Changchun Railway in 1912, the Kirin lumber industry was insignificant, only small quantities being shipped to districts in Mongolia, but with the opening of the railway, Kirin lumber could be transported to South Manchuria, and now constitutes, with the Yalu, one of the two chief sources of supply in Manchuria.

Moreover, as the Kitun Railway, a part of the Kihui Railway, was opened to traffic in 1928, the Sungari River, which was formerly the only means of transport for lumber, now carries only one third of the former amount, and when the whole of the Kirin-Kainei line is opened to traffic, the shipping distance to Japan, an important buyer of Kirin lumber, will be greatly shortened, the distance of overland transport being reduced by one third, and that by sea by one half.

The area of forest and volume of standing timber at a distance from the Kihui Railway line are as follows:

	Forest Areas (sq. Kilometre)	Standing Timber (cubic meter) Evergreen	Deciduous	Total
Part of the upper Sungari Valley	2,111	2,607,000	11,798,000	14,405,000
Part of the upper Hurka Valley ..	3,222	20,245,000	24,007,000	44,252,000
Part of the Tumen Valley	1,519	9,965,000	9,195,000	19,160,000
Total	6,852	32,817,000	45,000,000	77,817,000

Forest of the Great Khingan Range.—This is a vast forest zone containing 1,600 million cubic metres of standing timber, of which the lumber rights and sales monopoly are held by the Chamien Lumber Company (札免採木公司).

The Chamien Lumber Company was established in 1922, under the joint capital and management of Japan, China, and Russia.

Capital: Tayangyin 6,000,000 yuan.
Investors: Japan—South Manchuria Railway Company.
China—Industrial Bureau, Heilungkiang Provincial Government.

Russia—Shefchenco Bros.

Present Condition of Forestry Industry in Manchuria.—The annual lumber supply in Manchuria is estimated as follows, exact figures being difficult to obtain.

Yalu lumber	370,000—	600,000	cubic metres
Kirin lumber	140,000—	300,000	„ „
Chienta and Hunchun lumber	57,000—	140,000	„ „
North Manchuria lumber	370,000—	480,000	„ „
Total	937,000—	1,520,000	cubic metres

The industry to-day is mainly confined to the felling and handling of evergreen timber, which is mostly shipped to Tientsin as building material, though there is some use for it also in Manchuria for railway ties, telegraph poles and material for the manufacture of ordinary implements. Deciduous trees are only utilized as railway ties, mine posts and as fuel.

The value of lumber exported in the past four years is as follows:

	Dairen (Hk. Tls.)	Newchwang (Hk. Tls.)	Antung (Hk. Tls.)	Harbin Customs District (Hk. Tls.)	Total (Hk. Tls.)
1925	239,414	8,246	3,109,158	181,412	3,358,230
1926	118,941	27,504	4,668,457	145,358	4,960,260
1927	119,420	8,442	5,854,209	109,780	6,091,851
1928	135,925	20,275	4,321,755	122,049	4,600,704
1929	489,544	36,728	2,978,692	137,622	3,642,586

CHAPTER X.

AQUATIC PRODUCTS INDUSTRY

Fishery.—Although the total area of Manchuria is more than one million square kilometres, the coast line is less than 1,600 kilometres in length, and the coast is made up of small shallow bays, which readily freez in winter, and are not localities generally favourable for fish. Only along the coast of the Kwantung Leased Territory, the fishing industry has developed to some extent, for Dairen and other large consuming centers are near at hand and transport is easy. Recently not only the Japanese residing in the Leased Territory have been engaged in fishery, but also some fishing boats have come from Japan proper to the Liaotung coasts and by so doing have given a stimulus to the improvement of the old-fashioned Chinese methods of fishing.

In Manchuria there are several large rivers and a large amount of fresh water fish are caught annually; particularly in North Manchuria, fresh-water fishing holds an important economic position. The general condition of the fishing industry in Manchuria may be seen from the following table:

	Fishing District		Fishing Households and Population	Fishing Boats	Species of Fish	Annual Catch	Note
Sea-coast Fishery	Kwantung Territory Coast (1)	724 kilometres (excluding islands)	House-holds / Popu-lation Japanese... 98 / 1,111 Chinese ...8,596 / 21,029	Junk ..... 1,017 Sampan..... 4,596 Japanese type Boats equipped with motor.. 55 Boats coming from Japan proper 165	Sea-bream, Hairtail, Flounder, Halibut, Cod, Sea-slug, Oyster	Japanese: 4,181,166 Kilograms (920,920 yen) Chinese: 19,283,618 Kilograms (2,593,184 yen) Total: 23,464,784 Kilograms (3,514,114 yen)	This district has recently shown a great development in the fishing industry: the fishing areas are very large, large markets are close at hand, and the situation is favourable for deep-sea fishing.
	Yellow Sea Coast (2)	From Tatungkou, Antung to Chien-shantzu, about 241 kilometres	About 2,500 About 7,500	Junk ..... 393 Sampan 2,100	Oyster, Prawn, Sciaena Schlegelii, Topshell	1,683,990 Kilograms (351,150 yen)	The scarcity of fish and the freezing of the coast during the winter have prevented any notable development
	Gulf of Pechihli (3)	North of Fuchou, west of Yingkow, extending to Chinchou and Sui-chung, about 579 kilometres	About 1,400 About 8,300	Junk ..... 230 Sampan 1,200	Guchi, Flounder, Gray mullet, Lateolabrax, Sea-bream, Hairtail	5,043,320 Kilograms (1,007,000 yen)	
River Fishery	South Manchurian Rivers (4)	Yalu Liao			Yalu: Whitebait, Prawn, Carp Liao: Carp, Sheat-fish, Snapping Turtle	Yalu: 2,278,015 Kilograms Liao: 2,564,455 Kilograms	Yalu: Though abundant in fish, fishing districts are restricted by the geographical features and the industry is undeveloped Liao: Fish is scarce and only sufficient to supply local needs.
	North Manchurian Rivers and Lakes (5)	Rivers: Hurka, Nonni, Second Sungari, Ussuri Lakes: Hulan, Peier, Chingpo, Hanka			Carp, Crucian, Sheat-fish		Many varieties of fish are found here in abundance, and the industry is active even in winter. The frozen fish of this district is famous
						Total: 35,031,564 Kilograms	

The above figures are based on
(1) the Report of the Kwantung Government, 1928,
(2) the Report of the Antung Consulate, 1921,
(3) the Report of the Yingkow Consulate, 1921,
(4) estimate made in 1924,
(5) estimate made according to the figures for 1912.

The total weight of fish caught annually is about 50 million kilograms, 5 million yen in value, which is not sufficient to supply the demands of Manchuria, and the import of fish from China proper, Japan, Chosen and Russia exceeds the export every year.

FISHING TRADE AT THE THREE PORTS OF SOUTH MANCHURIA AND HARBIN CUSTOMS DISTRICT

	Import		Export		Import Surplus	
	Quantity (Kilograms)	Value (Hk. Tls.)	Quantity (Kilograms)	Value (Hk. Tls.)	Quantity (Kilograms)	Value (Hk. Tls.)
1915	11,934,522	1,238,850	9,328,402	567,579	2,606,120	671,271
1920	26,460,235	2,693,618	1,874,313	181,365	24,585,922	2,512,253
1925	17,515,569	2,353,077	3,027,941	447,042	14,487,628	1,906,035
1926	26,115,790	3,198,821	2,311,729	393,992	23,804,061	2,804,829
1927	22,661,435	3,218,089	4,228,840	558,515	18,432,595	2,659,574
1928	27,834,625	4,229,403	6,393,252	720,208	21,441,373	3,559,195
1929	25,496,480	3,723,646	8,320,096	775,263	17,176,384	2,948,384

The rapid development of Manchuria, its singular rise in population and in the standard of living lead one to expect that the demand for fish will increase, and that the import of fishery products from outside districts and foreign countries will assume large dimensions in the near future.

Salt Manufacture.—The salt manufacturing industry of Manchuria dates back to 1862 when the first salt field was laid out at Ertaokou, Kaipinghsien. After that salt fields were gradually opened along the coast of South Manchuria and particularly of the Liaotung Peninsula, but owing to maladministration and neglect by the Chinese and Russian authorities the industry languished.

When the territory came under the control of Japan, salt fields were opened everywhere by the Japanese, and old neglected fields were again repaired and improved. To-day the Kwantung Territory is a great salt-producing district.

The Kwantung Leased Territory has very little rainfall and as evaporation is rapid and the air dry, the district is suitable for the manufacture of salt by evaporation. It is now with Formosa and Tsingtao, among the chief districts of the world which produce salt by this process. The total salt field area has now reached 69 square kilometers and the annual salt production about 250 million kilograms, and if the demand grows in the future, it should not be difficult to multiply the fields and the production.

At present the quality of salt produced in the Kwantung Territory is inferior as the following analysis shows:

COMPARATIVE ANALYSIS OF SUN EVAPORATED SALTS
(Conducted by the Salt Monopoly Bureau, Japanese Government, in 1927)

	Moisture	Foreign matters	Sodium Chloride	Appraised quality
Formosan salt—				
First class	10.50	4.61	84.89	82.92
Medium	6.46	3.21	90.33	89.04
Kwantung salt—				
Medium	6.91	5.36	87.73	85.97
Refined Medium	5.90	2.78	91.32	90.17
Tsingtao salt—				
Medium	7.29	5.24	87.47	85.69
Egyptian salt	2.11	2.48	95.41	94.70
Spanish salt	2.17	1.69	96.14	95.58

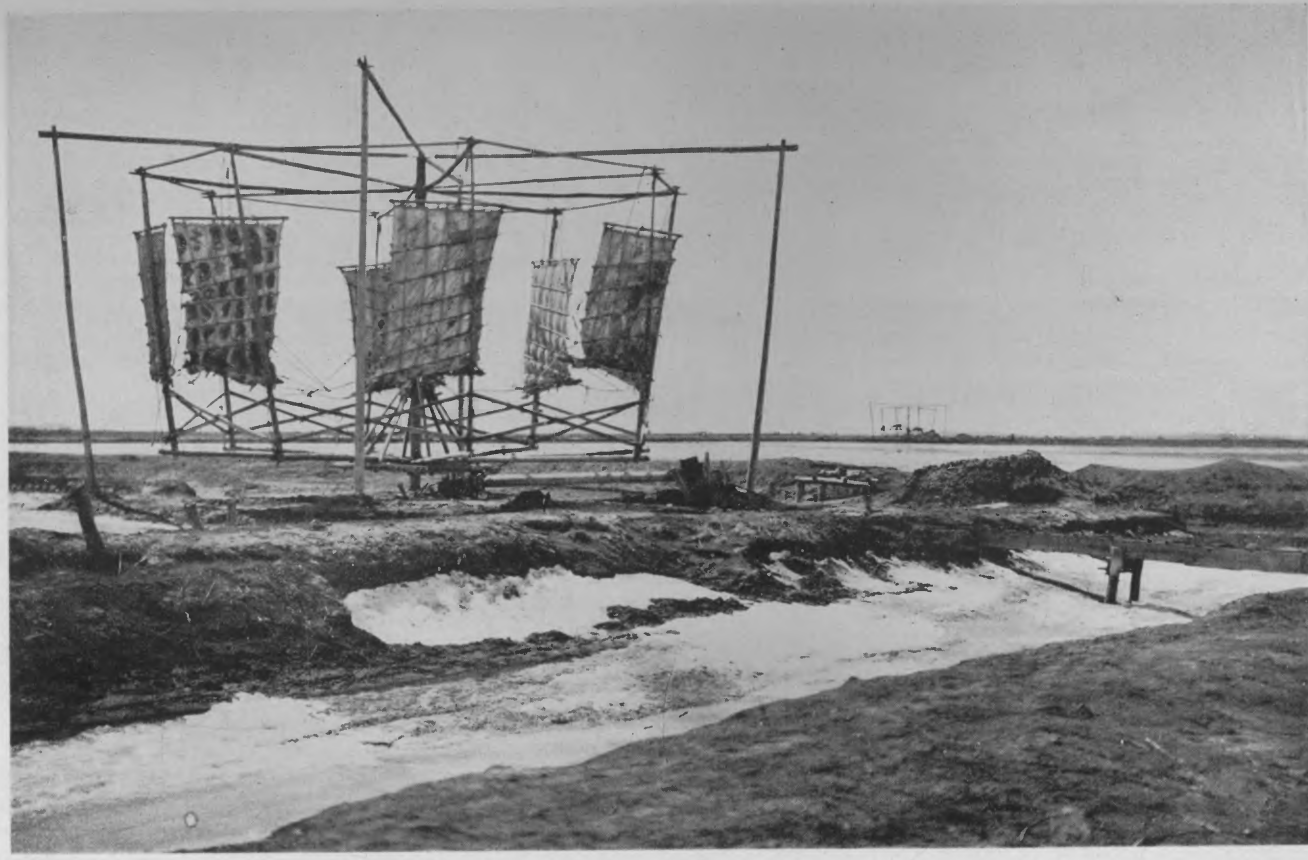
The Kwantung Government, however, is conducting a wide survey of the salt fields and is taking various practical measures to improve the quality of the salt produced in the Leased Territory. For this purpose a salt field of about 300,000 square metres is kept by the Government as an experimental ground, and at the same time the authorities are endeavouring to encourage the industry by improving transport facilities, introducing subsidiary works and giving advice or guidance whenever necessary. The result of these efforts is shown in the following statistics.

SALT FIELD AREA IN KWANTUNG LEASED TERRITORY

	Area of fields operated by Japanese (sq. metres)	Area of fields operated by Chinese (sq. metres)	Total area (sq. metres)
1921	29,077,397	15,426,009	44,503,406
1923	34,295,136	15,496,115	49,791,251
1925	45,963,846	15,820,611	61,784,457
1926	46,174,540	15,831,193	62,005,733
1927	53,238,414	15,957,589	69,196,004
1928	53,226,246	15,900,396	69,126,642
1929	53,519,051	15,957,592	69,476,643

SALT PRODUCTION IN KWANTUNG LEASED TERRITORY

	Salt manufactured by Japanese (kilograms)	Salt manufactured by Chinese (kilograms)	Total production (kilograms)
1921	73,931,148	64,715,940	138,647,088
1923	84,394,512	64,534,090	148,928,602



A Windmill on the Salt Fields.

1925	153,908,820	95,953,572	249,862,392
1926	190,224,516	108,912,516	299,137,032
1927	158,589,180	76,664,160	235,253,340
1928	165,039,476	83,650,680	248,690,156
1929	165,676,608	83,263,752	248,940,360

The sharp fall in the amount of manufactured salt in the recent years is partly due to the general economie depression.

The statistics for 1929 are explained in greater detail in the following table:

SALT PRODUCTION IN 1929 ACCORDING TO DISTRICTS

	Japanese fields		Chinese fields			
	Area (sq. meters)	Production (kilograms)	Area (sq. meters)	Production (kilograms)	Area (sq. meter)	Production (kilograms)
Port Arthur ...	9,229,727	54,787,968	1,778,785	12,940,308	11,008,512	67,728,276
Dairen	388,465	439,200	40,959	154,800	429,424	594,000
Chinchou	—	—	808,268	5,043,600	808,268	5,043,600
Fulantien	23,838,686	69,975,000	3,629,272	20,558,520	27,487,958	90,533,520
Pitzuwo	19,749,609	40,480,440	9,643,184	44,566,524	29,382,793	85,046,964
Total	53,226,487	165,682,608	15,900,468	83,263,752	69,126,955	248,946,360

Outside the Kwantung Leased Territory, the coast of Liaoning Province, in particular the Yingkou, Kaiping and Fuhsien districts, is noted for sun-evaporated salt. The Dabusnor lake in East Mongolia is one of the great salt lakes.

The salt production in Manchuria is more than sufficient to supply local needs, and a large amount is annually exported as the following table shows.

EXPORT OF KWANTUNG SALT (in kilograms)

	Japan proper	Korea	Littoral Province (U.S.S.R.) and Other places	Total
1921	82,524,132	11,069,928	149,508	93,743,568
1923	132,843,712	73,129,700	1,223,316	207,196,728
1925	93,980,592	64,070,352	1,008,792	159,059,736
1926	65,035,800	65,722,464	2,533,644	133,291,908
1927	39,102,480	70,037,964	5,523,948	114,664,392
1928	49,604,864	72,203,508	26,963,158	148,771,530
1929	63,277,560	59,584,392	22,675,068	145,537,020

CHAPTER XI.

MINING

1. GENERAL REMARKS

The metals found in Manchuria are not particularly numerous, but abundament deposits of iron and gold are already known. Of non-metallic minerals used in modern industries, there are found large quantities of coal, oil shale, magnesite, dolomite, limestone, fire-clay, steatite and silica of excellent quality. The branch of the mining industry of Manchuria is therefore expected to have a high economic value in the future.

The production of the principal minerals in South Manchuria recently has been as follows:

MINERAL PRODUCTION IN SOUTH MANCHURIA (in metric tons)

	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929
Iron ore .	177,540	246,763	239,125	229,522	148,389	213,731	220,105	198,760	1,117,215	959,000	710,286	985,671
Pig-iron ..	44,965	126,176	135,485	88,201	66,837	97,849	146,451	139,675	197,327	242,390	283,667	294,158
Sulphuric iron ...	1,737	1,755	1,315	1,360	1,517	2,346	2,923	3,066	2,756	2,917	3,266	5,057
Lead ore .	—	—	—	340	1,000	500	2,640	—	2,823	462	366	1,450
Lead	—	—	—	—	450	320	947	396	—	—	—	—
Copper ore	—	—	—	—	—	—	—	185	495	792	—	750
Coal	3,417,259	3,840,364	4,023,302	3,544,486	4,605,352	5,902,982	6,689,288	6,947,955	7,505,011	9,218,461	8,836,117	9,268,447
Coke	104,353	217,292	175,137	140,005	88,294	148,430	231,673	193,535	282,586	317,605	343,741	388,307
Magnesite	—	—	5,940	2,940	4,510	2,700	10.142	13,773	20,000	21,400	25,455	31,681
Dolomite .	5,439	4,760	1,030	4,010	39,880	40,258	40.000	40,500	83,366	77,000	89,324	103,235
Limestone	111,585	183,596	141,044	92,242	74,735	143,871	255.695	234,729	270,333	438,011	471,710	629,502
Fire-Clay .	27,567	18,258	4,794	9,715	3,199	6,426	218.505	25,796	36,460	42,523	64,083	64,639
Felspar ..	—	—	—	—	—	—	420	30	27	—	348	350
Quartzite .	1,705	11,568	5,411	8,732	11,198	5,433	11,977	13,897	17,378	—	—	—
Silica ...	352	334	563	256	450	422	101	465	2,346	2,800	19,091	20,000
Calcite ...	30	30	—	70	200	90	85	93	330	231	2,776	3,000
Steatite ..	8,682	10,844	10,751	10,728	12,787	13,890	16,500	31,516	34,906	23,000	35,000	40,000
Asbestos .	—	73	22	72	79	63	65	63	63	61	86	113
Fluor-Spar	250	870	288	130	110	—	12	30	100	38	—	—
Barytes ..	370	31	—	—	—	—	—	—	—	—	—	—

2. METALLIC MINERALS

Iron.—Iron and Coal are the two most important mineral productions of Manchuria. The iron deposits are estimated at more than 700 million metric tons, and are situated chiefly at Anshan (鞍山) in Liaoning Province, Kungchangling (弓張嶺) and Miaoerhkou (廟兒溝). Iron is also found on the northeastern shore of the Yalu River, along the Mukden-Antung Railway line, and in the Kwantung Leased Territory. The ore is mostly hematite and magnetite, but generally of poor quality, containing less than 40 percent of iron, and the annual production is 985,000 metric tons As there is an abundant supply of coal and other necessary material, Manchuria should become one of the industrial centres of East Asia.

During the prosperity of the years 1918 and 1919, numerous small iron works were established throughout Manchuria, but with the economic depression which followed, these small works have disappeared, and today there only remain two iron works at Anshan and Penchihu.

Anshan Iron Works.—The largest iron deposit in Manchuria is at Anshan, in Liaoning Province. It lies within a semicircle with a radius of 15 kilograms and the Anshan Iron Works as centre, and consists of quartz schist, magnetite ore and hematite ore. The total deposit is said to be about 400 million metric tons, but as the ore is mostly poor, with a content of only about 40 percent of iron, it was believed that its economic utilization would be limited, but as will be explained later, with the discovery of a new method of concentrating the ore, the deposit suddenly, 1925, came to posses a high economic value.

The history of the Anshan Iron Works is comparatively short. By the terms of Sino-Japanese Treaty of May, 1915, the Japanese were allowed to take up mining activities in South Manchuria, and the Anshan Tiehkuang Chenghsing Wuhsien Kungssu (鞍山鐵鑛振興無限公司) or the Anshan Iron Deposit Developing Company was established in March, 1916, under Sino-Japanese joint management. Its purpose was to mine ore at Anshan, and supply it to the Anshan Iron Works established by the South Manchuria Railway Company.

The South Manchuria Railway Company erected the above

Anshan Iron Works with a plan for producing one million metric tons of pig-iron a year, and as a first step, the construction of two furnaces with a daily production of 200 metric tons each, was begun in May, 1917. On April, 29, 1919, the first furnace was fired, and the first pig-iron was produced on May 1. In the first six years of the operation of the Works, the total investment in construction amounted to ¥40,000,000.

The present equipment of the Anshan Iron Works includes two furnaces, coke ovens, water works, by-product plants, and power plants. The original plan of producing one million metric tons of pig-iron a year did not, however, materialize, and up to the winter of 1925 only one furnace was operated, producing annually from 70,000 to 80,000 metric tons. This unsatisfactory result was due to the fact that the problem of concentrating the poor ore had not yet been solved. As previously stated, the district around Anshan contains large deposits of ore, generally of poor quality, containing only 35 to 40% of iron, and so the production is small, compared with the large amount of fuel required, rendering the cost of production extremely high. Therefore, at first, only the comparatively rich ores containing an average of about 52% of iron were mined and used, but as the quantity of such rich ores is limited, it became clear that even if only one furnace were operated, the supply would not last more than three years.

The Iron Works therefore tried to solve the problem and after many experiments finally discovered the more advanced processes of hematite reducing system and magnetic concentration system. The construction of a plant, capable of producing a sufficient quantity of concentrated ores for the two furnaces was completed in the two years, 1924 and 1925, and as a result, pig-iron production increased from 89,000 metric tons in 1925 to 165,000 metric tons in 1926. In 1927 the output increased to 200,000, and in 1928 to 224,000 metric tons, but in 1929, decreased to 210,000 metric tons.

The pig-iron production at the Anshan Iron Works since its establishment has been as follows:

	Number of Castings	Annual Pig-Iron Production (Metric tons)	Average Daily Pig-Iron Production (Metric tons)
1919	1,958	32,128	95.6
1920	2,909	76,482	209.5

1925	2,831	89,686	245.7
1926	4,727	165,054	452.2
1927	5,634	203,445	555.9
1928	5,612	224,461	615.0
1929	5,322	210,443	576.6

Varieties of pig-iron produced at the Anshan Iron Works and their standard analysis are as follows:

Quality	Carbon	Silicon	Manganese	Phosphorus under	Sulphur under	Copper
No. 1 Special	3.20—4.00	3.50—4.00	0.15—0.20	0.12	0.01	0
No. 1	3.20—4.00	2.50—3.50	0.15—0.20	,,	0.02	0
No. 2	2.80—3.50	2.00—3.00	0.15—0.20	,,	0.04	0
No. 3	2.80—3.50	2.00—3.00	0.15—0.20	,,	0.08	0
Bessemer	2.80—3.50	2.00—2.50	0.15—0.20	,,	0.02	0
Flat Furnace	2.80—3.50	under 2.00	0.15—0.20	,,	0.05	0

The coke production capacity at the Anshan Iron Works is 800 metric tons a day, and by-products are produced in the following quantities annually:

Sulphuric Ammonia	5,000	Metric tons
Tar Distillation	10,000	,,
Benzol	3,000	,,
Naphthaline	500	,,
Sulphuric Acid	6,000	,,
Clinker Bricks	5,000,000	pieces
Cement	100,000	barrels
Fire Bricks	6,000	metric tons

In view of the fact that the pig-iron supply in Japan has a yearly shortage of from 250,000 to 300,000 tons, and that the demand is increasing by about 50,000 to 60,000 tons each year, the South Manchuria Railway Company adopted a plan of increasing the pig-iron production at the Anshan Works, and in 1928 and 1929, hurried the completion of additional equipment including one new furnace with a production capacity of 500 metric tons a day and various accessories which would permit an annual output of 280,000 metric tons. The additional equipment was finished during 1930. Upon the operation of the new equipment, the pig-iron and by-product production was to be increased to the following figures:

	Present Annual Production (Mectric tons)		Annual Production after the Completion of new equipment (Metric tons)	
Pig-Iron	200,000		280,000	
Concentrated Ore	310,000		440,000	
Coke	230,000		316,000	
Sulphuric Ammonia	4,320		6,000	
Benzol	2,625	(kilolitre)	2,625	(kilolitre)
Naphthaline	520		520	
Sulphuric acid	5,700		7,900	
Fire bricks	5,000		7,300	

The South Manchuria Railway Company has undertaken a project for producing steel, by which there will be an output of 500,000 metric tons in the first period, and 1,000,000 tons in ten years, and for this purpose the Showa Steel Works has been established with a capital of ¥100,000,000. At present the Company is consulting the Japanese Government regarding management policy and other details, and a decision will be reached very shortly. When this plan materializes, it will greatly influence the iron and steel position in Japan in which there is to-day an annual shortage in the steel supply of about 800,000 metric tons. As, in addition, about 300,000 metric tons of ammonium sulphate will be produced as a by-product, the Japanese home supply of ammonia fertilizer will also be favourably affected.

Penhsihu Iron Works.—Ore for this Works comes from the Miaoerhkou (廟兒溝) iron mine, in Liaoning Province, which has an estimated deposit of 100 million metric tons. The works are under the management of the Penhsihu Colliery and Iron Works (本溪湖煤鐵公司), a joint Sino-Japanese corporation. Started in October, 1911, the Works were enlarged several times, and at present the capacity for the production of pig-iron is 120,000 metric tons annually, but owing to the recent inactivity of the market, the production is restricted and only about 70,000 tons are produced. The pig-iron production of the Works since 1921 has been as follows:

	Metric tons
1921	31,017
1922	(production suspended)
1923	24,388
1924	51,950
1925	50,000
1926	51,000

1927	50,500
1928	63,030
1929	76,300

The standard analysis of the pig-iron produced at the Penhsihu Iron Works is as follows:

Quality	Carbon	Silicon	Manganese	Phosphorus	Sulphur	Copper
	Under	Over	Over	Under	Under	
Low Sulphur	3.00	1.00	0.50	0.25	0.015	A Trace
No. 1 Special	„	3.00	0.25	0.07	0.01	„
No. 1	„	2.50	„	„	0.03	„
No. 2	„	2.00	„	„	0.05	„
No. 3	„	1.50	„	„	0.08	„

Specially Made — Manganese 0.80-1.00: percentage of other ingredients, the same as in ordinary pig-iron.

Iron Export.—The export of different kinds of iron ore from Manchuria in recent years is shown in the following table:

EXPORT OF IRON FROM MANCHURIA (1925-1929)[1]

	Picul	Metric tons	Haikwan Tael
1925	2,154,406	130,234	3,382,709
1926	2,952,586	178,484	4,620,655
1927	3,710,149	224,279	6,133,643
1928	4,125,468	249,385	7,515,097
1929	3,869,879	233,934	7,368,432

Gold.—The gold produced in Manchuria is reported to be worth about ¥10,000,000 annually, and the principal districts are Chiapikou along the eastern stream of the Sungari River, Tamiaokou and Wufenglou (五鳳樓), near Tunghua, on the upper stream of the Yalu River, Hsiangluwantzu (香爐碗子) southeast of Peishanchengtzu (北山城子) and Chaihopu (柴河堡), east of Tiehling station on the South Manchuria Railway. In the Amur River which has been famous since ancient times, and according to a calculation made by Arnelt, a Russian, contains 5,500,000 kungchin or 94,000,000 liang, valued at 470,000,000 yuan. The present annual production of the alluvial gold is 8,000 kungchin.

Copper.—The copper mines of Manchuria are small. The

[1] Figures do not include export through Harbin Customs district which, however, is almost negligible in amount.

Tienpaoshan (天寶山) copper mine, in Chientao, is well known, but has been suspending production for the last few years, while the Panshihshan (盤石山) copper mine in the Kirin Province, operated by Chinese was but a short lived concern. Copper was also mined at Tungkuangling (銅鑛嶺) southwest of Antunghsien, and at Malukou (馬鹿溝) east of Penchihu, but the operation of these mines was soon discontinued.

Lead.—Lead appears in veins or in mass. There are more than ten districts in Manchuria which are known to contain lead, but the deposits are generally irregular with frequent intermittence, and there are only very few capable of exploitation on a large scale. The Chingchengtzu (青城子) lead mine, in Liaoning province, has been worked on quite a large scale, and the deposit is believed to be of good quality. In 1924 the mine produced 2,600 metric tons of lead ore, and 950 metric tons of crude lead was refined at the mine. And it was prosperous at that time, but the recent economic depression caused the suspension of production, and at present the mine is only prospecting. It is under the management of the Sino-Japanese Mining Company (中日鑛業公司), a joint Chinese and Japanese corporation.

Sulphuric Iron.—Sulphuric iron ore is found quite often but the deposits are generally small. At Linchiatai (林家臺) near Tungyuangpu (通遠堡) on the Mukden-Antung Railway line, and Yangmukou (楊木溝) near Tsaohokou (草河口), there are sulphuric iron mines which are still being worked. The yield of these mines is supplied to the Sulphuric Acid Plant of the Fushun Colliery.

At the Penhsihu, Neuhsintai (牛心臺) and Yentai (煙臺) coal fields, sulphuric iron ore is found in the coal seams, and is mined together with the coal.

Manganese.—Manganese is found at Heisunglin (黑松林) and at Hsiaohuangchi (小黃旗), where it is of good quality and is now being mined.

3. NON-METALLIC MINERALS

Coal.—Coal is even more important than iron, and the estimated coal deposits are as follows:

	Metric tons
Liaoning Province	1,182,180,529
Fushun	941,619,870
Penhsihu	101,610,000
Yentai	43,489,080
Takota	32,515,200
Kirin Province	13,361,715
Muling	5,080,500
Heilungkiang Province	269,266,500
Chalainor	203,220,000
Haolikang	40,644,000
Mishan	25,402,500
Total for Manchuria	1,464,808,744

In 1929, the coal production was about 8,424,000 metric tons. The principal coal fields of Manchuria are as follows:

Fushun Coal Field.—The Fushun (撫順) coal field is 32 kilometres east of Mukden and belongs to the Oligocene series, of the tertiary period. The average thickness of the coal seam is 40 metres, reaching 130 metres in the thickest seam, and the estimated deposit of coal is said to be more than 940 million metric tons. The coal is bituminous and weakly adhesive; its characteristics are a large content of volatile matter, a small quantity of ash, generally a large amount of nitrogen, and a non-adhesive nature. The coal found in the eastern part of the Fushun field is comparatively adhesive and is used for making coke. The Fushun coal is for steaming, gas, manufacture, porcelain kilns, coking and domestic purposes. The right of mining the Fushun coal field was transferred to Japan by Russia as a result of the Russo-Japanese War, and since 1907, mining has been under the management of the South Manchuria Railway Company. When the mine was transferred to Japanese management, the daily coal output was only 300 metric tons, but since then great progress has been made, and in 1929, the production reached 7,400,000 metric tons, and it is expected that in the near future, it will reach 10 million metric tons a year.

Coal production at Fushun in the past twenty years has been as follows:

Year	Metric tons
1910	913,669
1915	2,197,392
1920	3,213,665

1925	5,844,478
1926	6,591,908
1927	7,030,193
1928	6,900,233
1929	7,410,073

An important feature of the Fushun coal field is the open method or surface mining which yields nearly one half of the coal production there. The surface covering thus removed to reach the coal seams consists of oil shale containing oil, the South Manchuria Railway Company, after years of study, has discovered an economical method of obtaining oil from this shale which will be fully explained in the following pages.

Penhsihu Coal Field.—The Penhsihu (本溪湖) coal field lies on the Mukden-Antung Railway line, in Liaoning Province. Geologically it belongs to the Permian carboniferous period, and there are eight main seams with a total thickness of about 13 metres the estimated deposit being more than 100 million metric tons. The coal quality is highly bituminous, and strongly adhesive, thus being most suitable for making coke. The coal field is mined under the management of the Penhsihu Colliery and Iron Works, a joint Sino-Japanese company.

The Penhsihu coal field is the second largest in Manchuria, ranking after the Fushun field, and the production there in the past five years has been as follows:

Year	Metric tons
1924	448,552
1925	423,857
1926	415,000
1927	398,000
1928	490,000

Yentai Coal Field.—The Yentai (煙臺) coal field lies 14 kilometres east of Yentai station on the South Manchuria Railway main line, and is connected with it by a branch line. The field belongs to the Permian carboniferous period, and the estimated deposit is reported to be more than 40 million metric tons. At present, of the numerous coal seams, only three are being mined, and in 1928, the coal production was about 150,000 metric tons. Mining is under the management of the South Manchuria Railway Company.

The coal production at Yentai in the past twenty years has been as follows:

Year	Metric tons
1910	29,046
1915	72,413
1920	83,140
1925	119,595
1926	139,002
1927	145,302
1928	156,987
1929	144,794

Other Coal Fields.—Besides the coal fields mentioned above, there are others at Tienshihfukou (田師付溝) and Neuhsintai (牛心臺), east of Penhsihu, Takota (大疙瘩) and Shansungkang (杉松崗), northeast of Kaiyuan, Wuhutsui (五湖嘴) west of Pulantien, and Chatzuyao (炸子窯) near Wafangtien.

At Liaohsi (遼西), there are the Tayaokou (大窯溝) and Nuantitang (暖地塘) coal fields. Along the Kirin-Tunhua railway line, there is the Naitzushan (奶子山) coal field, and along the eastern line of the Chinese Eastern Railway, the Mishan (密山) and Muling (穆稜) coal fields. The Chalainor (札賚諾爾), with a deposit of 200 million metric tons, and Haolikang (鶴立崗) coal fields in Heilungkiang Province are also among the most important in North Manchuria. Although we are in this Year Book, mainly concerned with the three provinces of Manchuria, the names of two coalfields in Jehol Province are too important to be omitted. They are the Hsinchiu (新邱) and Yochiakou (岳家溝) coalfields, and the former, especially, is said to be a most promising coal mine with a deposit of good quality and unusual quantity amounting to 1,100 million metric tons.

Dry Distillation of Coal.—The Central Laboratory of the South Manchuria Railway and other scientific institutions have been experimenting with Manchurian coal. The Fushun coal particularly, containing about 35 percent of volatile matter, is said to be most suitable for low-temperature dry distillation.

Oil Shale.—Oil shale covers the main coal seams of the Fushun coal field, to a thickness of from 70 to 120 metres, and is estimated at 5,400 million metric tons. The quantity of oil shale which must be removed to carry out open-cut mining at Fushun will be more than 210 million metric tons.

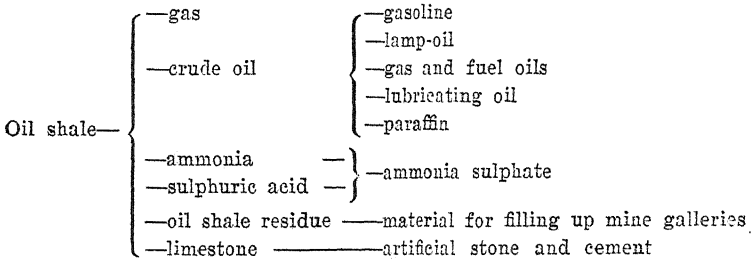
The percentage of oil in the shale differs according to the

seams, the smallest being 1%, the highest 14% and the average about 6%. Presuming the average to be 4%, more than 5 million tons of crude oil can be obtained from shale which has to be removed in the open mining district in order to mine coal.

Regarding the utilization of the Fushun oil shale, the South Manchuria Railway Company, the Central Laboratory, and the Fushun Colliery Laboratory have studied the question from every possible point of view, both of chemistry and physics. In 1925, a method peculiar to the Fushun Colliery was discovered of dry distillation by internal heating, and the possibility of oil distillation on an economic basis was confirmed. Large-scale trials were conducted for three years, and the results obtained were so satisfactory that the Railway Company decided to open a plant for oil shale distillation, and further decided in January, 1928, to erect an oil distillation plant at Fushun with a capacity for dealing with 4,000 tons of oil shale a day or 1,360,000 tons a year, and the estimated cost of the building was to be ¥8,500,000. Preparations for erecting the proposed plant were immediately made, and distillation was actually commenced in 1929. It is expected that 69,000 tons of crude oil, and by-products consisting of 18,000 metric tons of ammonium sulphate, 9,400 tons of paraffin, 5,000 tons of pitch and coke will be annually produced. The oil shale residue after distillation can be used as material for filling up the galleries of the coal mine.

Japan obtains nearly 90 percent of her paraffin supply from foreign countries, but with the materialization of this oil shale distillation plan at Fushun, the import of paraffin to Japan is expected to be reduced to 40% of the total consumption.

The proposed utilization of the Fushun oil shale is shown in the following diagram:



Coal Export.—The coal export from Manchuria in recent years is shown in the following table:

EXPORT OF COAL AND COKES FROM MANCHURIA (1925-1929) [1]

	(Metric ton)	(Haikwan Tael)
1925	3,620,817	23,809,174
1926	3,817,495	35,201,694
1927	4,467,222	35,263,414
1928	4,478,063	34,887,668
1929	4,782,833	37,619,966

Magnesite.—The extent of the magnesite deposits in Manchuria is said to be without parallel in the world. The district which produces magnesite comprises an extensive area lying east of the Taipingshan (太平山), Tashihchiao (大石橋), Fenshui (分水) and Haicheng (海城) stations on the South Manchuria Railway main line.

Magnesite is found alternating with the seams of dolomite, or taking a lenticular shape, hemmed in the dolomite seams, the thickness of the magnesite seam being from 2 to 200 metres. The deposits, calculating only those found above the field surface, are said to be several hundred million tons, and the actual deposit may reach an enormous figure. Its crystals are coarse, and white, brown, light pink or gray in colour, all good quality.

Magnesite is utilized as material for basic steel furnaces, but it has also other extensive uses. In view of the large deposits in Manchuria and its excellent quality, magnesite mining should develop into an important industry.

The quantity of magnesite mined in Manchuria reaches several tens of thousands of tons annually, about one half of the quantity being shipped to Japan in crude form and the rest treated at the Dairen factories of the South Manchuria Mining Company and the Weichin Mining Company (葦津鑛業公司).

Steatite.—The production of Manchurian steatite is about 25,000 metric tons a year, of which the greater part is exported in crude form to Japan, where it supplies almost the entire demand, and only a small portion is powdered. It is produced in a district

[1] Figures do not include export through Harbin Customs district the amount of which, however, is almost negligible.

along the South Manchuria Railway main line from Kaiping to Haicheng, extending northeast to southwest.

Fire-Clay.—Manchuria fire-clay forms a part of the coal-bearing stratum of the Permian carboniferous period, and is generally found immediately under coal. The Yentai and Wuhutsui coal mines are producing fire-clay.

The quality of Manchurian fire-clay is much superior to that found in Japan, as its degree of fire-resistance reaches No. 33 Zagel, and sometimes beyond No. 35. The deposit is very large and the supply abundant.

The Yentai fire-clay is now being mined and supplied to the Anshan Iron Works as fire-proofing material, and the Wuhutsui fire-clay is mined by the Fuchou Porcelain Clay Company (復州磁土公司), a joint Sino-Japanese company, and is supplied to the general public. In 1929, the fire-clay production of Manchuria was 64,000 metric tons, most of which was shipped to Japan for use in the Yawata Iron Works and other important factories. The amount consumed in Manchuria as fire-proofing material is also quite large.

In view of the abundant supply of ceramic material in Manchuria, the Central Laboratory of the South Manchuria Railway Company has conducted semi-industrial trials for the purpose of utilizing these deposits, and the results obtained have been very favourable. The clay is now made into fire-bricks by the Dairen Ceramic Company (大連窯業株式會社) and supplied to the public in large quantities. Porcelain and pottery were not formerly made in Manchuria in sufficient quantity and even the lowest grade wares were supplied from the Tangshan (唐山) and Poshan (博山) districts, and the rest from South China and Japan. But following the experiments made by the Central Laboratory, Manchurian clay is now utilized in making porcelain and pottery, (refer to the chapter on industries).

Barytes and Fluor-Spar.—Barytes and fluor-spar are found mostly in the form of veins in gneiss and granite. Barytes is found in small deposits scattered around Pulantien, in the Kwantung Leased Territory, generally in fine veins, rendering commercial exploitation difficult. Several years ago, a barium factory was erected at Pulantien, but was soon forced to close down.

Fluor-spar is found at Potaitzu (破臺子), Wafangku (瓦房峪), Kaoshanchai (蒿山寨) and Shakangtai (沙崗臺) in Kaipinghsien (蓋平縣), Liaoning Province; at Suichiatun (隋家屯) in the Kwantung Leased Territory, and at other places. There is at present some production, and when the demand increases, the mines have a prospect of development, but at present there is no mine which is continuously operated, production taking place as orders are received.

Dolomite.—The limestone distributed extensively throughout Manchuria generally contains magnesia as an impurity, sometimes to the extent of more than 20%, and this magnesia gradually turns into dolomite. The distribution of dolomite is therefore quite extensive, and while no investigation of the whole deposit has been made, the deposits in the Kwantung Leased Territory, and the Haicheng and Kaiping districts in Liaoning province alone are estimated at an enormous amount.

Because of transport facilities, dolomite is mainly mined at Haimaotao (海猫島) and the neighbouring islands in the Kwantung Province and is shipped in crude form to the Yawata Iron Works and other Japanese factories. The quantity shipped in 1927 was about 50,000 metric tons, while the production was 77,000 tons.

Quartzite.—The quartzite found in the neighbourhood of Dairen and Port Arthur, is of very excellent quality and the production in 1926 was 17,000 metric tons.

The manufacture of dynus bricks is now being undertaken by the Dairen Ceramic Company, after having been thoroughly tried and studied at the Central Laboratory of the South Manchuria Railway Company, and the present production capacity is 12,000 metric tons a year, of excellent quality bricks.

The quartz vein in gneiss and granite does not yield large quantities, but the quality is pure, and snow white in colour, and is recommended as glass-making material.

Limestone.—The distribution of limestone is very extensive even in the Kwantung Leased Territory alone, and as its mining is simple and easy, a large quantity is used in the construction works of the Dairen harbour, as well as in various other civil engineering and construction works.

Limestone of pure quality is comparatively rare, but at Chou-shuitzu (周水子), in the outskirts of Dairen, there is a branch factory of the Onoda Cement Company, one of the leading cement manufacturing companies of Japan, and the local limestone is used to produce 750,000 barrels of cement annually. The limestone of Huolienchai (火連寨) on the Mukden-Antung Railway line and of Penhsihu are used at the Anshan and Penhsihu Iron Works, while that produced at Tsungyuanpu (通遠堡) on the Mukden-Antung Railway line is shipped to Antung and used as material for the paper industry at Antung. Moreover, the amount of limestone used in manufacturing lime and in the pottery industries is quite considerable.

Marble and Lithographic Stone.—At Sanshihlipu (三十里堡), Chinchou (金州), and Shihsanlitai (十三里臺) in the Kwantung Leased Territory, and at Chinchiachengtzu (金家城子) in Fuhsien (復縣) there is found vertical and vermiform limestone. It is light pink or light yellowish-red in colour, and sometimes dark grey. When polished as marble, it show beautiful patterns with a bright lustre and is therefore used as ornamental stone.

Lithographic stone is only a recent discovery, and is mainly produced in the neighbourhood of Minchiatun (民家屯) in Fuhsien. It is pale green in colour, and of very fine texture, the hardness being 4.5 and the specific gravity 2.7. When used as lithographic stone, the print is very clear, so that it is as good as German stone, and the cost is much less. The mining of this stone is thought to have a very promising future.

Building Stones.—Building stone produced in Manchuria is not so varied as that of Japan. It is mostly granite, gneiss and limestone, but sandstone, clay-slate, quartzite and other sedimentary rock is also found, while in districts north of Mukden, diorite, andesite, basalt and trachyte are regarded as useful building stones.

Natural Soda.—Natural soda is produced in Eastern Inner Mongolia, where marshes at a low temperature, and the shores and immediate vicinities of lakes are covered in the dry seasons of spring and autumn with a heavy frost of natural soda. It is gathered in large quantities at the famous soda lake named Pusu (布蘇) in Chelimu (哲理木), the soda field called Polishantienchengtzu (玻璃山甸城子) on the upper stream of the Hsi-Liao (西遼) River,

and at other places. The annual production of natural soda is 2,000 metric tons.

4. THE GEOLOGICAL INSTITUTE OF THE SOUTH MANCHURIA RAILWAY COMPANY

Geological studies of Manchuria had previously been made by Japanese and other foreign scientists, but a systematic study was first undertaken by the Geological Institute established by the South Manchuria Railway Company. The Institute is one of the two great scientific institutions existing in Manchuria and Mongolia, the other being the Central Laboratory which is also under the management of the South Manchuria Railway Company.

At first the attention of the institute was mainly directed to the geological study of Manchuria and the investigation of the coal field at Fushun, but it later extended its studies to the remoter regions of Manchuria and Mongolia. The reputation and standing of the institute are already recognized by scientific circles at home and abroad. The systematic geological study of South Manchuria, for instance, was made possible only by many years' efforts on the part of the institute, while it has also extended its attention to Siberia and many parts of China proper, and has made possible the discovery of important mineral producing districts, the study of mineral deposits and fundamental researches in the management of mines, particularly as regards the economic value of mineral deposits.

The institute has published in nine large volumes the results of its investigations of distribution, varieties, qualities and deposits of minerals in Manchuria, Mongolia, Siberia and North China. In 1918 it completed the South Manchuria geological map on a scale of 1/1,000,000, making the general outline of the geological condition of the district known to the world, and a yet more detailed map on a scale of 1/400,000 is planned. Dividing South Manchuria into sections of 2° long. by 1.5° lat. the institute started to map South Manchuria, beginning with the southern sections, and already the maps of several sections have been completed and published. The North China Mining Report is issued by the institute four times a year, containing studies and references concerning the geology and mining industry of Manchuria and Mongolia, while

numerous other volumes of geological maps, geological studies, reports on mineral producing districts and mineral deposits, and reports on the mining industry have been issued.

The institute collects geological specimens of Manchuria, Mongolia, China proper, and Siberia as well as of European countries. The total number of diagrams, maps and specimens collected is more than 3,000, and among the specimens are some of great value. Most of these have recently been moved to the Manchuria-Mongolia Resources Museum of South Manchuria Railway Company in Dairen for exhibition to the public.

CHAPTER XII.

INDUSTRY

1. GENERAL OUTLINE

Abundant supplies of various raw materials and cheap labour are two important assets in the industrial development of Manchuria. Owing to the undeveloped state of transport facilities and the generally backward condition of most regions prior to the advent of Japan, there existed only primitive industries, such as oil extraction, flour milling, and distillation of alcohol.

The Russo-Japanese War revolutionized the industries of Manchuria. With the coming of Japanese settlers, the policy of military invasion and exclusive monopoly of interests hitherto adopted under the Russian rule, was at once replaced by that of economic development based on the principle of the "open door" and equal opportunity. Modern industries were brought into existence, and in twenty years, the total production of the manufacturing industries of Manchuria increased twenty-fold, while the combined Japanese and Chinese investments in them reached ¥200,000,000. Particularly in South Manchuria, industrial developments have been phenomenal, and the principal industries of Manchuria are now mostly located in the southern part, especially in the Kwantung Leased Territory and the South Manchuria Railway Zone, and at Mukden, Yingkow, Antung, and other large cities, new and up-to-date industries operated by the Chinese are also showing good development. In North Manchuria, industrial development is still slow, a few modern factories being seen only in Harbin and the neighbouring districts.

Modern industries are gathered beside the railway lines, as are most of the old-fashioned industries such as oil-mills, flour-mills and breweries; they include iron works, match factories, tussah silk factories, cement factories, timber works, and others.

New industries such as the production of sulphate of ammonia, the working of oil shale, and paraffin manufacture have lately been started, and the manufacture of soda and light-metal is under con-

Weaving Mill for Silk at Antung.

templation.

It is particularly noteworthy that owing to the recent enthusiasm among the Chinese public to use home products, modern industries are being established with Chinese capital at Mukden, Yingkow, Harbin and other cities.

The number and total capital of Japanese firms engaged in the manufacturing industries of Manchuria are as follows:

	Number of firms	Number of workers	Total Capital (in thousands of yen)	Total Output (in thousands of yen)
1926	446	11,330	294,738	178,340
1927	475	11,994	284,507	144,508
1928	479	11,970	303,651	144,995
1929	523	13,571	302,080	126,915

Dairen produces more than 50% of the total output, followed by Antung, Anshan and Changchun.

In presenting a general survey of industrial enterprise and activities in Manchuria, it should be mentioned that it has not yet been possible to complete investigations in North Manchuria, the details for which are, therefore, incomplete.

2. TEXTILE INDUSTRY

Manufacture of Tussah Silk.—Tussah silk is one of the principal exports of Manchuria. With the increased demand for pongees in Europe and America since the close of the Great War, many Japanese silk weavers began weaving pongees, and this has greatly stimulated the development of the industry in Manchuria. The annual export of tussah silk from the three South Manchurian ports has recently reached 10 million taels. The Chinese reeling factories are mostly private enterprises with imperfect equipment, but the cost of production is low, and as tussah silk is produced in almost all localities of Manchuria, the annual production is yearly increasing. The district of the heaviest production is the region around Antung, extending along the Yalu River and along the Antung-Mukden railway line. Antung is one of the most important centres in China for producing and reeling tussah silk, and has 22 large factories operated by Chinese. The Fuji Gas Spinning Factory, operated by Japanese and established in 1920 at Antung, has the largest capacity and the largest capital among the tussah silk plants conducted either by Chinese or Japanese. In 1928, the pro-

duction of this factory reached about 4,115 bales valued at 1,440,000 taels and that of hand-reeled silk reached 294,000 kilograms valued at 730,000 taels. Thus the production of the Fuji Gas Plant almost equals the entire output of tussah silk factories operated by the Chinese at Antung.

According to statistics the export of the tussah silk through the three South Manchurian ports during the past few years has been as follows:

	(in Hk. Tls.)
1924	8,372,000
1925	11,433,000
1926	10,741,000
1927	10,602,000
1928	9,224,000

Silk Reeling.—The soil and climate of Manchuria are favourable for the cultivation of mulberry trees, and the scarcity of rainfall and low humidity render the land favourable to the rearing of silkworms, so that with the advantage of the low cost of labour, silk may be produced in Manchuria at about one half its cost of Japan. The Kwantung Government realized the possibility of developing sericulture in Manchuria and has given every encouragement to those interested, and the number of Chinese farmers engaged in sericulture has consequently greatly increased, and reeling plants have been established at Port Arthur and Wangchialing. The value of silk produced in South Manchuria has been as follows:

RAW SILK PRODUCTION

	Total Value
1927	142,000 (Yen)
1928	251,000
1929	304,000

Cotton Spinning.—Cotton was formerly planted for the farmers' own use, and production was very small. Lately the area has rapidly increased, and the quality of cotton produced is much improved. The Chinchou and Liaoyang districts, in particular, are now producing excellent varieties of cotton. The Kwantung Government and the South Manchuria Railway Company pay attention to the development of cotton cultivation in Manchuria, and stimulate the planting of American varieties, and at their instance, the Manchuria Cotton Growers' Association has been formed.

When the present scheme of the Association materializes, the production of American varieties will be increased to 27,600,000 kilograms and that of the native variety to 126,000,000 kilograms.

From ancient times, there have existed in Manchuria, small and primitive plants for cotton weaving, but no large modern factories arose before the Great War. The establishment of the Cotton Spinning and Weaving Plant at Mukden by Chinese in 1921, was followed by the starting of three Japanese companies: the Manchuria Cotton Spinning Company (1923), the Chinchou Factory of the Naigai Spinning Company (1924), and the Manchuria Fufang Company (1923). The total number of spindles in Manchuria in 1929 was about 130,000.

The more important spinning mills in Manchuria, are as follows:

	Manchuria Spinning Co.	Chinchou Factory, Naigai Spinning Co.	Manchuria Fufang Co.	Total under Japanese Management	Mukden Spinning and Weaving Plant
Capital	¥5,000,000	¥2,500,000	¥3,000,000	¥10,500,000	4,500,000 Yuan
Spindles	31,360	54.000	20,604	105,964	10,480
Weaving Machine	504	—	—	504	200
Cotton Yarn Production in 1928					
Quantity	1,659 m. tons	2,029 m. tons	8,267 bales	3,688 m. tons 8,267 bales	10,451 bales
Value	¥2,115,000	¥2,989,000	¥1,835,000	¥ 6,939,000	—
Cotton Goods Production in 1918					
Quantity	1,480,966 metres	—	—	1,480,960 metres	112,286 metres
Value	¥2,160,000	—	—	¥ 2,160,000	—

The cotton yarn production in South Manchuria since 1925 has been as follows:

	Value (Yen)
1925	5,815,000
1926	5,828,000
1927	6,107,000
1928	6,968,000
1929	8,924,000

Hemp Manufacture.—Hemp is grown mainly in the regions along the Sungari River, and along the Yalu, Tatzuho, Hunho, Liao and other rivers, and the annual production is believed to be about 30 million kilograms. This production, however, is used to meet the local demand, and the larger part of hemp used in South and North Manchuria is imported from British India.

The principal limited companies operating hemp-spinning and weaving plants were the Manchuria Hemp Manufacturing Com-

pany and the Mukden Hemp Manufacturing Company, both under Japanese management; but the latter had to be closed in 1930 owing to unfavourable conditions of trade. Their products are mainly gunny bags, hemp yarns, hemp cloths, nets etc. Gunny bags are used as receptacles for soya beans, kaoliang etc., whilst their use as substitutes for cement barrels is fast increasing. The production at the above mentioned two factories in 1929 was as follows:

	Manchuria Hemp Manufacturing Company	Mukden Hemp Manufacturing Company	Total
Capital	¥1,000,000	¥1,500,000	¥2,500,000
Hemp Yarn Production			
Quantity	—	580,061 kgs	58,061 kgs
Value	—	¥31,000	¥31,000
Gunny Bag Production			
Quantity	5,866,000 bags	2,063,000 bags	7,929,000 bags
Value	¥1,584,000	¥864,000	¥2,448,000
Hemp Cloth Production			
Quantity	—	188,366 metres	188,366 metres
Value	—	¥47,000	¥47,000
Total Value of Production			¥2,526,000

The production of hemp yarn and gunny bags in South Manchuria since 1925 has been as follows:

	Hemp Yarn	Gunny Bags	
	Value (Yen)	Quantity (Pieces)	Value (Yen)
1925	144,000	5,040,000	2,329,000
1926	68,000	4,184,000	1,834,000
1927	47,000	5,275,000	1,927,000
1928	18,000	7,129,000	2,334,000
1929	31,000	7,929,000	2,448,000

Woollen Manufactures.—Manchuria and Mongolia are favourable for sheep farming, and the total number of sheep is estimated at 2,500,000 heads, and the annual wool production at 30 million kilograms. The quality of the Manchurian wool is inferior, but if proper care were taken, it would not be difficult to improve the quality and increase the production.

Formerly the wool of Manchuria and Mongolia was exported in crude form, but in 1918, the Manchuria-Mongolia Woollen Manufacturing Company was established under joint Sino-Japanese management with a capital of ¥10 million, for improving the quali-

ty of native wool, enlarging its utilization, and supplying the demand in Manchuria and Mongolia with native products. This company is engaged in manufacturing woollen yarns and fabrics, using mostly Chinese wool and camel wool.

3. METAL INDUSTRY

(Iron Works.—See Chapter on Mining.)

Casting.—In the field of metal casting, there are three types of factory found throughout Manchuria, engaged in iron casting, copper casting, and pewter casting. These factories supply the local demand, but most of them are very small and hand-operated. Of these three types, iron casters are the largest producers, and of them again they are two kinds, one belonging to the category of iron-foundry by machinery, casting all sorts of things with the use of lathes, and the other—the old fashioned type—making, without lathes, such common utensils as kettles, pans, cast-iron rods, ploughs, and wheel axle accessories. The production of cast iron in South Manchuria is as follows:

	Value (Yen)
1925	233,000
1926	231,000
1927	82,000
1928	64,000
1929	141,000

The copper casting industry makes washing basins, kettles, smoking pipes containing water, ink-pots, fire-tongs, water jars, etc. Simple tools are used in making such articles, and the industry is very primitive and on a small scale.

Lastly, the pewter casting industry is the most primitive of all, and its production is very small, consisting mainly of wine bottles, ink-pots, food receptacles, kettles, tea jar, wine jars, etc.

4. MACHINES AND UTENSILS.

Machine Manufacture.—The largest machine manufacturing plant in Manchuria is the Shahokou Works of the South Manchuria Railway Company.

Its construction works, started in 1908 and completed in 1911, is laid out on an extensive scale, with its own system of water sup-

ply, and every form of modern equipment and convenience. The plant has facilities for handling 27 locomotives, 36 passenger coaches and 130 freight cars simultaneously, and is able to manufacture and repair various machines and tools.

The principal mechanical equipment installed and in active use at the Shahokou Works was, on March 31, 1930, as follows:

Steam Engines	2
Steam Boilers	9
Electric Motors	120
Electric Generators	12
Cranes	135
Pumps	29

Rolling-stock constructed or assembled at these works and the Liaoyang branch works during 1929 comprised 8 locomotives, 16 passenger coaches, and 406 trucks, a total of 430. Rolling-stocks constructed or assembled at the works during the period 1906-1929 was as follows:

1907	1,226
1910	104
1915	82
1920	1,042
1925	205
1926	296
1927	146
1928	370
1929	430

Repairing and rebuilding done at these two works during 1929 was as follows:

	Locomotives	Passenger coaches	Trucks	Total
Shahokou	197	546	3,354	4,097
Liaoyang	100	—	1,396	1,496
Total	297	546	4,750	5,593

There are also in South Manchuria, 10 factories at Dairen, 1 at Mukden, and 1 at Antung, engaged in machine, nail or steel manufacture, automobile repairing, iron pipe casting, or iron-foundry. The total capital of these plants reached ¥5,965,000 and the value of their total annual production was, in 1928, ¥6,450,000.

Shipbuilding and Manufacture of Vehicles.—Considering the rapid increase of the trade between Manchuria, Japan and other

foreign countries, the necessity of developing a shipbuilding industry at such ports as Dairen, Yingkow, Antung or others is undeniable, but actually there are only a few shipbuilding yards which are engaged in repairing ships.

The largest shipbuilding organization in Manchuria is the Manchuria Dock Company, operated by the South Manchuria Railway Company. This company was established in 1923 with a capital of ¥2,000,000 to succeed to the Dairen docks and works of the Kawasaki Dockyards, and the dock and works of the former Port Arthur Naval Station. The repair and construction undertaken by the company during 1928 is valued at ¥414,000.

The use of motor cars as a means of transport has much increased in Manchuria, but is not yet as extensive as that of horse-drawn carts. The manufacture of carriages and carts is carried out in all parts of Manchuria, but most of the factories are primitive and small, there being only a few that are well equipped.

Utensils.—Utensil manufacturing consists in the production of furniture, agricultural implements and other small articles. Furniture is mostly manufactured at Dairen, by the Dairen Manufacturing Company, and the Yamaha-yoko Furniture Factory.

The production of furniture in South Manchuria is as follows:

	Value (Yen)
1925	132,000
1926	136,000
1927	140,000
1928	124,000

5. CHEMICAL INDUSTRY

Bean Oil Milling.—The soya-bean oil milling industry of Manchuria has a history of over 300 years, and has greatly developed since the close of the Russo-Japanese war, as a result of the increased demand for bean cake as fertilizer in Japan and South China, and also as a result of the phenomenal increase in the export of bean cake and bean oil to meet the international demand. Modern mechanical bean mills exist, with a total capacity to produce 12 million pieces of bean cake and 353,880,000 kilograms of bean oil a year. Owing to the recent decrease in the demand for bean cake and the fall of market quotations in Japan, bean mills are ex-

periencing considerable financial difficulty, and some have restricted their production or entirely suspended operations, so that at present the actual production is only about 40% of the total capacity; and yet bean oil milling occupies the formost position among all the industries of Manchuria as regards value of production and export.

Bean Oil Milling in South Manchuria.—Bean oil mills in South Manchuria are situated at Dairen, Kaiyuan, Antung, Yingkow, Mukden, Fushun and other places, and at the end of 1929, there existed 404 mills in all. If we include smaller mills scattered along the South Manchuria Railway line, the total will be about a thousand. The total annual capacity of these mills is 229 million kilograms of bean oil and 78 million pieces of bean cake.

The demand for bean cake in Japan has recently decreased and quotations have declined owing to the lower price of sulphate of ammonia.

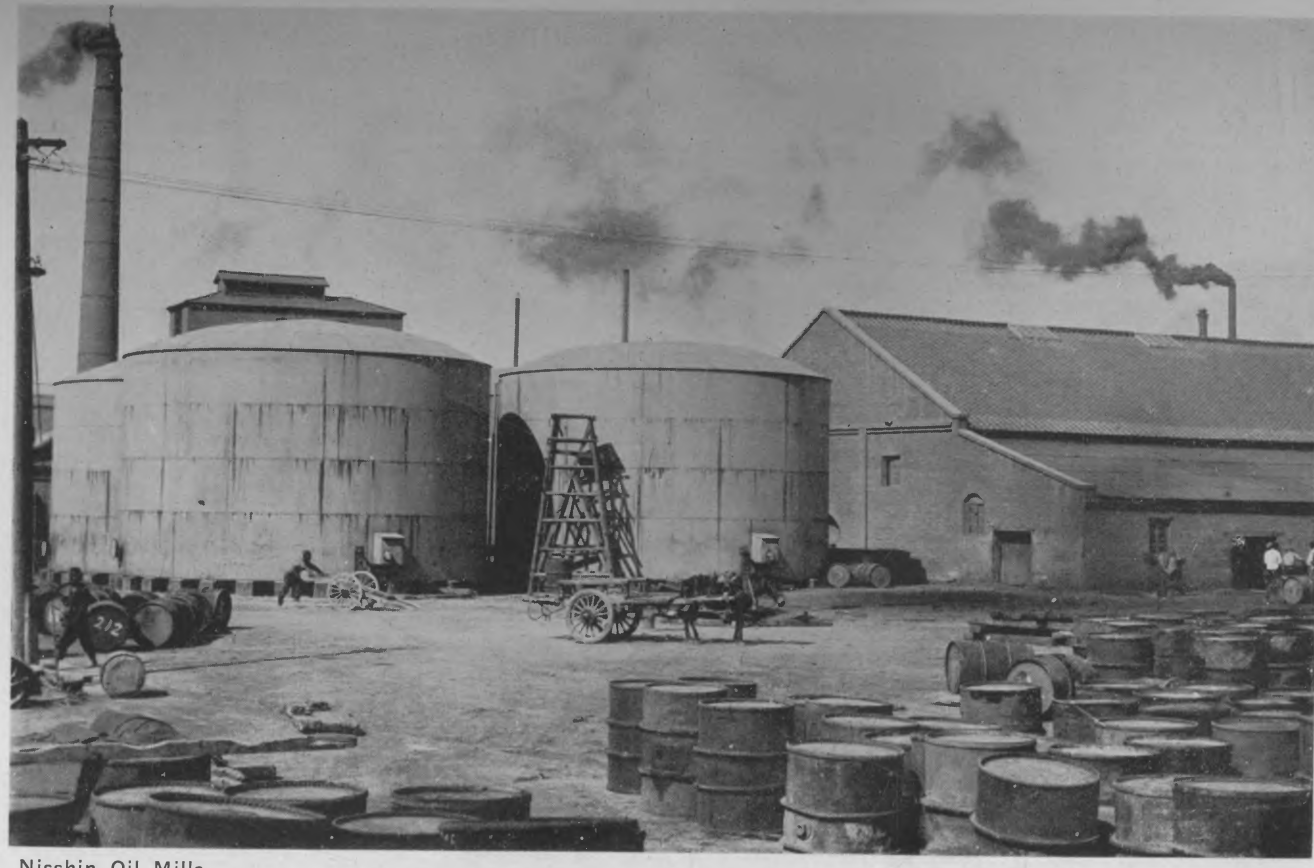
BEAN OIL MILLS IN SOUTH MANCHURIA
(at the end of 1929)

	Dairen	Yingkow	Antung	Other places	Total
Mills	59	22	26	297	404
Capital (Yen), (approximate estimation)	20,500,000	1,010,000	520,000	8,000,000	30,030,000
Capacity of Production in 24 hours					
Bean Oil (kilograms)	654,300	115,902	161,298	394,713	1,326,213
Bean Cake (pieces)	218,100	38,634	53,726	130,171	440,631

DEVELOPMENT OF THE BEAN OIL MILLING INDUSTRY IN SOUTH MANCHURIA [1]

		Bean Oil				Bean Cake			
	Mills	Quantity (Metric Tons)		Value (1,000 Yen)		Quantity (1,000 pieces)		Value (1,000 Yen)	
1910	77	5,389		1,440		2,641		3,521	
1915	97	37,760		6,980		15,233		18,990	
1920	116	84,420		16,135		29,068		45,360	
1925	118	88,700		33,406		30,129		74,477	
1926	121	128,222		39,119		37,464		83,757	
1927	121	95,185	(94,692)	24,818	(24,683)	33,411	(33,260)	60,885	(60,644)
1928	114	90,068	(90,437)	24,027	(23,891)	25,321	(25,164)	50,217	(49,973)
1929	90		(170,952)		(17,828)		(23,821)		(42,695)

[1] Figures given are based on the statistical survey carried by the Kwan-



Nisshin Oil Mills.

Bean Oil Milling in North Manchuria.—The bean oil milling industry is the foremost of all the modern industries of North Manchuria. Until a few years ago, it was behind the wheat-milling industry, but since the milling industry faced a crisis in 1923, the bean-oil industry has taken the first position.

Bean oil mills in North Manchuria are operated by Chinese and Russians. After the Russo-Japanese War, rapid progress was made on account of the increase of the demand for bean cake in Japan and South China, and the increased world demand for bean oil, but it is since the Great War that the bean oil industry in North Manchuria has developed as a modern industry. However, the reduced demand in Japan recently is confronting these mills with difficulties similar to those in South Manchuria. During the shipping season of 1928, the Chinese Eastern Railway changed its foreign exchange rates, and the Ussuri Railway increased its goods rates, which compelled the mills to suspend operations for a time. Later, the protective policy of the Chinese Eastern Railway and the reduced cost of beans due to the abundant harvest, improved the situation and many mills which had suspended operations restarted. At present, however, the depression of the bean oil milling industry is general throughout Manchuria, the condition in North Manchuria being somewhat better than at Dairen.

The total number of bean oil mills in North Manchuria at the end of 1929, was 68 with a total capacity of 40,934,000 kilograms of bean oil and 14,380,000 pieces of bean cake a year. The details of the North Manchuria bean oil mills are as follows:

District	Mills	Capital		Capacity for production in 24 hours	
		Chinpiao	Harbin Tayang	Bean oil (kilograms)	Bean cake (pieces)
Harbin	40	—	4,895,000	239,348	83,125
Chinese Eastern Railway District	28	750,000	1,200,000	126,325	46,165
Total	68	750,000	6,095,000	365,673	129,290

tung Government and include, besides the Kwantung Province and Railway Zone, the districts under the jurisdiction of Japanese Consular or Consular Police of Newchwang, Liaoyang, Antung, Tiehling, Changchun and Mukden. The figures in bracket, however, do not include the Consular or Consular Police districts. The same applies to other tables quoted in this chapter.

The development of the bean oil industry in North Manchuria may be seen from the following table:

Year	District	Mills	Pressing Machines		Capacity for production in 24 hours	
			Hydraulic	Screwing	Bean oils (kilograms)	Bean cake (pieces)
1923	Harbin	42	524	1,364	265,416	87,473
	C. E. R. district	—	—	—	—	—
1925	Harbin	43	505	1,429	235,611	78,534
	C. E. R. district	18	22	259	28,642	9,514
1928	Harbin	53	558	1,683	220,000	66,666
	C. E. R. district	19	164	252	82,000	24,845
1929	Harbin	40	885	996	239,348	83,125
	C. E. R. district	28	434	547	126,325	46,165

Ceramics.—*Manufacture of Cement and Lime.*—After the close of the Russo-Japanese War, civil engineering and building works suddenly increased in Manchuria, and caused a large demand for cement, which Manchuria did not at that time produce. In the neighbourhood of the Kwantung Leased Territory, however, there were found abundant deposits of lime and clay, the materials for making cement, and as available labour was cheap, the Dairen plant of the Onoda Cement Company was established in 1907 with a capital of ¥600,000. This is the largest cement factory in Manchuria, producing 750,000 barrels of cement annually, and there is also the Mukden Lime and Cement Company at Penchihu.

Zechstein, the material for making silicate cement is found in abundance at Dairen, Port Arthur, Chinchou and other places. The principal factory producing silicate cement is that of the Dairen Dolomite Manufacturing Company, established in 1920, with a capital of ¥60,000, and the produce of this company is of such fine quality, that good results are obtained as from white Portland cement. It is used for making various sorts of artificial stone, and as dressing material.

CEMENT PRODUCTION IN SOUTH MANCHURIA

	Quantity (Metric tons)	Value (Yen)
1924	589,663	3,806,000
1925	520,560	3,434,000
1926	667,858	4,445,000
1927	635,040	3,790,000
1928	142,938	3,718,000
1929	186,944	4,327,000

Limestone, the material for making lime, is found everywhere in Manchuria, and the lime manufacturing industry is very promising, the principal factory being that of the Mukden Lime and Cement Company at Penchihu, while there are also small plants at Dairen, Chinchou, Penchihu and other places.

LIME PRODUCTION IN SOUTH MANCHURIA

	Quantity (Metric Tons)	Value (Yen)
1915	11,143	48,000
1920	12,780	111,000
1925	26,043	147,000
1926	34,901	183,000
1927	29,610	176,000
1928	10,740	68,000
1929	8,880	62,000

Manufacture of Pottery.—Formerly pottery produced in Manchuria consisted mostly of water jars and other crude wares produced at Mukden, Changchun, Fushun and Penchihu. There used to be only a very limited output of goods of better quality. The production of high-grade porcelain was started by the Dairen Ceramic Company which became independent of the South Manchuria Railway Company in July, 1925, and commenced to manufacture a limited quantity of porcelain suitable for use by the Chinese public.

Ordinary pottery manufacture is seen in all parts of North Manchuria. Particularly at Kangyao (缸窯), centre of the pottery industry, jars and table ware are produced in fairly large quantities. These workshops being usually subsidiary branches of tile factories, are imperfect and small.

Glass Manufacture.—Manchuria possesses favourable conditions for manufacturing glass, having an abundant supply of materials of excellent quality, and a cheap fuel supply, and being favoured with advantageous climatic conditions. Before the Great War, there existed only the Tamaki Glass Factory at Dairen, and the glass supply mostly came from Europe and America. With the outbreak of the War, the import from Europe and America suddenly decreased while that from Japan increased. So gradually there developed in Manchuria an industry manufacturing soda glass, crystal glass and window glass of good qualities.

There are at present in Manchuria 14 glass factories, among which the Shoko Glass Company and the Antung Glass Company are the principal chief.

The Shoko (昌光) Glass Company was established at Dairen by the South Manchuria Railway Company in 1925 under joint investment with the Asahi Glass Company of Japan, with a capital of ¥3,000,000, for the purpose of manufacturing window glass, and utilizing the silica produced in the Kwantung Leased Territory. It produced in 1928, 315,000 cases valued at ¥2,210,000 and in 1929, 293,000 cases valued at ¥1,750,000. The present South Manchuria Glass Company was formerly the Dairen Pottery and Glass Factory of South Manchuria Railway Company which was first erected for improving the quality of white copper glass wares. In 1928, the factory was separated from the Railway Company and made an independent corporation. The Company's production in 1928, was valued at ¥270,000 and in 1929, ¥157,000.

GLASS PRODUCTION IN SOUTH MANCHURIA

	Value (Yen)	
1915	145,000	
1920	303,000	
1925	608,000	
1926	3,167,000	(2,950,000)
1927	2,560,000	(2,420,000)
1928	2,798,000	(2,697,000)
1929		(2,174,000)

There are at Harbin in North Manchuria five or six plants conducted by Chinese which make crude glass ware on a small scale, for the use of the Chinese public.

Brick and Tile Manufacture.—There being an abundant supply of good clay at hand, the brick and tile industry of Manchuria has lately shown a rapid development, owing to the large demand caused by building and construction activities. In the autumn of 1919, these activities reached their peak, and many new brick and tile factories were erected. But after 1920, the general economic depression reduced the demand, and many factories had to suspend production.

In recent years, however, the condition has somewhat improved, as the demand among the Chinese public for Japanese bricks has

increased, and this industry has shown signs of revival.

The most important brick factories in South Manchuria are the Dairen Ceramic Company, Dairen, capital ¥1,200,000: the brick factory of the Yingkow Industrial Company, capital ¥1,000,000: the Fushun Ceramic Company, capital ¥1,000,000: and the Mukden Ceramic Company, capital ¥1,000,000, and if smaller factories are included, the total number of brick factories in South Manchuria will be more than 70. The total annual production in 1929, as ascertained by the Kwantung Government, was 77,658,000 bricks valued at ¥1,690,000 and 1,230,000 tiles valued at ¥36,000.

BRICK PRODUCTION IN SOUTH MANCHURIA

	Quantity (Pieces)		Value (Yen)	
1915	32,727,000		274,000	
1920	102,413,000		2,030,000	
1925	45,647,000	(43,757,000)	1,033,000	(1,006,000)
1926	103,109,000	(69,975,000)	1,590,000	(1,126,000)
1927	102,300,000	(56,238,000)	2,336,000	(1,050,000)
1928	101,078,000	(68,787,000)	1,518,000	(1,127,000)
1929		(77,658,000)		(1,690,000)

Paper.—Although Manchuria possesses vast forests which enable it to export several million taels' worth of timber annually, the territory has no paper manufacturing industry to speak of, except some old-fashioned household paper-making plants that exist in many districts, and the paper production is therefore so small that it supplies only a part of the local needs.

With the increasing consumption of paper in Manchuria, the existence of vast, rich forests attracted the attention of many businessmen who finally started manufacturing paper by modern methods. Toward the end of 1927, the Funing Paper Company, a joint Sino-Japanese limited company, was established at Kirin with a capital of ¥1,000,000 of which ¥250,000 has been paid up. There followed the establishment of the Matsuura Paper Factory and the Manchuria Paper Company at Dairen, the Yalu Paper Company at Antung, and the Yingkow Paper Company at Yingkow, but the Funing Paper Company and the Matsuura Paper Factory discontinued business, and at present there are in Manchuria only three companies manufacturing paper, the Yalu Paper Company, with a capital of ¥5,000,000, of which ¥380,000 is paid

up, the Manuchuria Paper Company, with a capital of ¥500,000 of which ¥230,000 is paid up, and the Liuhocheng (六合成) at Antung managed by the Chinese.

The total production of the Yalu Paper Company and the Manchuria Paper Company in 1928 was valued at ¥1,760,000 and in 1929, ¥1,677,000.

Pulp is at present manufactured only by the Yalu Paper Company, the annual production being estimated at about 7,258 kilograms. A method has lately been investigated of making pulp from kaoliang stalks, but it has not yet developed sufficiently to be industrially practicable.

PAPER PRODUCTION IN SOUTH MANCHURIA

	Value (Yen)
1925	48,000
1926	79,000
1927	858,000
1928	1,916,000
1929	1,796,000

Paint and Dyestuffs.—*Paint Manufacture.*—Paints manufactured in Manchuria are mainly mineral paints, and magnesia and silica powder made with soya bean oil. After 1913, solight and tantals were manufactured, but their production was discontinued on April, 1925. Paint factories are situated at Dairen and Port Arthur.

At Mukden, Chinchou, Chihfeng and Harbin where hides are produced in large quantities, glue is manufactured, but in quantities only sufficient to meet the local needs. Glue factories are almost all operated by Chinese, and the only one managed by Japanese is the Mukden factory of the Manchuria-Mongolia Industrial Company.

PAINT PRODUCTION IN SOUTH MANCHURIA

	Value (Yen)
1915	26,000
1920	105,000
1925	880,000
1926	1,212,000
1927	2,138,000
1928	1,152,000
1929	1,731,000

From lack of available information the condition of the paint manufacturing industry in North Manchuria is not clearly known.

Dyestuff Manufacture.—Manchuria formerly used as dyestuffs, indigo and maple trees produced in North Manchuria. German dyes were also used, but with the outbreak of the Great War, the supply of the latter was suspended, and the demand for Japanese and American dyestuffs increased. Until 1918, no chemical dyes were made in Manchuria although there is an abundant supply of salt, lime, Glauber's salt, etc. but in that year a factory for making black sulphuric dye was established at Dairen. This factory was later reorganized, and became the Yamato Dyestuff Manufacturing Company with a capital of ¥200,000 and has been making good progress.

DYE PRODUCTION IN SOUTH MANCHURIA

	Value (Yen)
1920	436,000
1925	357,000
1926	159,000
1927	295,000
1928	174,000
1929	126,000

Medicinal Products.—The manufacture of medicines has not developed as an industry in Manchuria, and their decoction from medicinal herbs is alone worthy of notice. At present there are two or three factories at Dairen and other points which make liquorice essence from liquorice plants produced in Mongolia, and it is mostly exported to Japan. In 1929, the production at Dairen factories was valued ¥81,000.

Some years ago barium potassium was manufactured, but as the field or sales was closed, production is practically suspended. Other medicinal products of Manchuria are creosote and naphthaline.

Factories for medicinal production and its branch activities in South Manchuria are as follows:

	Number of factories	Value (Yen)
1920	4	—
1925	3	487,000
1926	5	1,048,000
1927	5	1,823,000

1928	7	1,489,000
1929	6	1,652,000

Matches.—Taking advantage of the abundant supply of white poplar trees used in making match-splints, the Sino-Japanese Match Company was established in 1907 at Kirin. This was the beginning of the match industry in Manchuria, and with the increase of population, the match consumption has steadily advanced, the rate of increase being nearly 15,000 cases a year. Stimulated by this development many match factories have been erected in both North and South Manchuria, following in the steps of the pioneer company, till at present there are 16 organizations with 19 factories. Their total capital amounts to ¥7,000,000, and the annual production is 740,000 cases of 200 dozen boxes each.

A notable event in the match industry of Manchuria is the recent advance in that country of the influence of the Swedish Match Trust. By a policy of allying Oriental manufacturers with the International Match Trust, the majority of shares of the Kirin Match Company (capital ¥750,000) were purchased by the trust in May, 1925. A match-splint factory was also established by the trust which later purchased the Tsengchang-kungssu (增昌公司) of Kirin and caused the amalgamation of the Chinhua Match Company with the Kirin Match Company. Furthermore, in 1926, the trust purchased 90 percent of the shares of the Dairen Match Company (Capital ¥500,000) and 60 percent of the shares of the Sino-Japanese Match Company, Changchun (Capital ¥300,000). After thus establishing its control in these companies, the trust began to compete against other companies by withdrawing from the trade agreement which was made in 1923 among match manufacturers in Manchuria. The result was a division into two groups of these companies, those under the trust being on one side and those outside the trust being on the other. The latter were united in association called the Three Eastern Provinces Match Manufacturers Association comprising 13 Chinese and 2 purely Japanese companies. The government of the Four North-Eastern Provinces displayed favourable attitude towards the Association by, for instance, differentiating the taxes charged. But this measure proved futile to help the non-trust companies, and consequently a proposal for match monopoly was accepted, and the necessary laws

were passed. In accordance with these laws, the government is to allocate the production quota to each company.

Manufacture of Fertilizers.—Fertilizers manufactured in Manchuria in addition to soya bean cake are sulphate of ammonia and powdered animal bones, while there is also a limited production of compound fertilizers. The use of sulphate of ammonia has rapidly increased because of its low cost and speedy effect, and the ease with which it can be transported and handled. The principal plants manufacturing sulphate of ammonia in Manchuria are those of the Anshan Iron Works operated by the South Manchuria Railway Company, the Electric Plant of the Fushun Colliery of the same Company, and the South Manchuria Gas Company. The total production in 1928, was 11,299 and in 1929, 11,914 metric tons, most of which was exported to Japan proper and south Asia. Japan, at present, consumes yearly about 500,000 metric tons of sulphate of ammonia, of which two-fifths is imported from England and Germany. With a view to supplying this demand at home, the sulphate of ammonia factory at Anshan was enlarged and made an independent company in 1930, with a capital of ¥16,000,000. Powdered animal bones are mostly made at the factory of the Manchuria-Mongolia Industrial Company, and the production in 1928 was valued at ¥63,800. Besides these, the Manchuria Fertilizer Manufacturing Company at Shiaokangtzu, Dairen, is engaged in producing compound fertilizers, but the amount is very small.

6. MANUFACTURE OF COMESTIBLES

Flour Milling.—Flour milling is one of the most important industries of Manchuria, and the mills are of two kinds, the old-fashioned native mills, and modern mechanical mills.

The modern mechanical flour milling industry in Manchuria dates back to 1902, when three flour mills were established at Harbin to supply flour to Russian troops and settlers in North Manchuria. The number of these modern mills rapidly increased, stimulated by the phenomenal increase of population in Manchuria. This development of the industry in North Manchuria also influenced South Manchuria, where similar modern flour mills were established.

With the outbreak of the Great War, the supply of foreign

wheat flour was suspended, and the flour milling industry of Manchuria enjoyed an opportunity for tremendous development, which reached its peak in 1920. During the period from 1922 to 1925, however, wheat crops in Manchuria were very poor, and the supply being insufficient, many mills were closed down. But fortunately after 1927, there was a succession of good wheat harvests, the sales market was enlarged, and these mills again came into operation.

In 1928, the total number of flour mills of any size in Manchuria was 50, with an annual capacity of 20 million bags. The total flour consumption in Manchuria is 16 million bags, and so there is a surplus after supplying the local needs.

Mechanical Flour Milling in South Manchuria.—At present there are 13 large flour mills in South Manchuria equipped with modern machinery, and their production is as follows:

WHEAT FLOUR PRODUCTION IN SOUTH MANCHURIA

	Quantity (Bags)	Value (Yen)
1910	390,000	1,014,000
1915	1,510,000	3,880,000
1920	1,495,000	7,081,000
1925	1,605,000	7,262,000
1926	3,031,000	8,123,000
1927	3,096,000	9,807,000
1928	1,079,000	3,182,000
1929	2,854,000	8,632,000

Mechanical Flour Milling in North Manchuria.—Harbin is the centre of the North Manchuria flour milling industry, and contains 66% of the total number of mills in North Manchuria, while the production of its 22 mills constitutes 80% of the total flour production in the same area, amounting to 185,770 metric tons.

Sugar Manufacture.—Sugar-beet cultivation in Manchuria is comparatively new. After the close of the Russo-Japanese War, the Chinese Agricultural Experiment Station of Liaoning Province made experiments in its cultivation, but industrial manufacture was not attempted. In 1914, the South Manchuria Railway Agricultural Experiment Station at Kungchuling also made experiments, and obtained very satisfactory results which foreshadowed the possibility of developing the sugar manufacturing industry in

Manchuria. The improved variety of beet planted at the Kungchuling Experiment Station contained 18% sugar and the sugar obtained was 85% pure. This result is not inferior to that of beet planted in Europe and America.

So in 1916, a beet-sugar manufacturing company was formed by the Japanese at Tiehling with a paid up capital of ¥8,500,000. The construction of the factory was completed in December, 1916, and the manufacture of sugar commenced. At first the production of sugar was only 12,096 kilograms, but gradually its market was extended and in 1922, a second factory was erected also at Tiehling. But the fall in the price of sugar in 1927, and the company's unsuccessful speculation in Java sugar had a disastrous effect on its business and the factory was forced to close in 1927. Consequently the sugar consumed in Manchuria is imported mostly from Japan.

The following table shows the amount of production since the company was established.

	Quantity (Metric Tons)	Value (Yen)
1917	1,149	275,000
1920	5,322	2,861,000
1925	21,319	5,715,000
1926	10,487	1,988,000
1927	operations suspended	

In North Manchuria there are two sugar factories, the Ashiho Sugar Factory and the Hulan Sugar Company established on the other side of Fuchiatien.

The Ashiho Sugar Factory is the largest and also the oldest in Manchuria; it was established by some Polish businessmen in 1907-8, and in 1923, passed into French hands. The quantity of sugar-beet consumed at the plant during the ten years from 1916 to 1926 was 148,564 kilograms or an annual average of 14,754 kilograms. With this consumption of beet, an annual average of 1,737 kilograms of refined sugar and cube sugar was produced.

The Hulan Sugar Company was established by the Chinese during the Great War, and at first suffered much loss from unwise management and lack of funds, and its production is even to-day very small.

The amounts of beet consumed and sugar produced at these two mills in 1928 and 1929 were as follows:

	Factory	Sugar-Beet Consumption (Kilogram)	Sugur Production (Kilogram)
1928	Ashiho Sugar Factory	35,409	3,885
	Hulan Sugar Company	12,295	2,459
1929	Ashiho Sugar Factory	45,901	5,508
	Hulan Sugar Company	(unknown)	(unknown)

Brewing and Distilling.—The liquor called kaoliang-chiu was originally introduced into Manchuria from South China towards the end of the 17th century. It is made from kaoliang at native distilleries named Chaokuo (燒鍋), and small Chaokuo, operated by Chinese, are found everywhere in Manchuria, and are particularly numerous in the western portion of Kirin Province, while Liaoyang is also famous for this kaoliang-chiu production. Kaoliangchiu made at these Chaokuo supplies not only local needs, but is also shipped to Dairen, Yingkow and Antung, and even exported to Central and South China and Korea.

There were in 1928 seven kaoliang-chiu and alcohol distilleries having a capital of more than ¥100,000, and their total capital amounted to ¥850,000. The total productions of kaoliang-chiu in the Kwantung Leased Territory, the South Manchuria Railway Zone, and Japanese Consular districts were in 1928, 6,674,430 litres valued at ¥1,890,000. Details of the production are shown in the following table:

	Quantity (Litres)	Value (Yen)
1915	2,044,179	359,000
1920	5,103,413	1,269,000
1925	6,550,322	1,825,000
1926	6,740,092	2,567,000
1927	7,121,076	2,125,000
1928	6,685,614	1,890,000
1929	7,460,930	1,833,000

The above table shows the production of kaoliang-chiu in a portion only of South Manchuria, and the output not included in the above statistics is estimated at quite a large figure.

With the steady rise in the number of Japanese settlers in Manchuria, the consumption of Japanese Saké has greatly increased. In 1929 there were three Saké breweries established with a capital of more than ¥100,000 each in Manchuria, and the total production valued in 1928, ¥227,000, and in 1929, ¥190,000.

Manufacture of Miso and Shoyu.—The Chinese public have generally used salt to season their food, and also Chingchiang (清醬) or native sauce, but in very small quantities. With the increase of the Japanese population in Manchuria, the consumption of Japanese Shoyu (sauce) and Miso (bean paste) has become much larger, and their consumption by the Chinese has also been greatly encouraged. As it is profitable to manufacture Shoyu and Miso in Manchuria, using the cheap soya beans, Miso and Shoyu factories were quickly established. In 1929, there were in all 9 factories with a capital of ¥33,800,000.

The production in 1929 amounted to 1,905,000 kilograms of Miso valued at ¥280,000 and 4,690,140 litres of Shoyu valued at ¥691,000.

Cigarette Manufacture.—Tobacco is cultivated in all parts of Manchuria, the principal districts being the eastern parts of Liaoning Province, and the whole of Kirin Province, from these two places the production is said to be more than 3 million kilograms a year.

Large cigarette factories are the To-a Tobacco Company, the British-American Tobacco Company, and the Chinese-Russian Tobacco Company. These three plants supply to the market cigarettes valued at ¥1,440,000 annually.

According to investigations made by the Kwantung Government, the cigarette factories in South Manchuria and their annual production are as follows:

	Number of factories	Annual Production (Yen)	
1920	4	6,003,000	
1925	8	8,565,000	(8,010,000)
1926	8	4,108,000	(3,327,000)
1927	7	4,655,000	(4,063,000)
1928	7	6,514,000	(5,982,000)
1929	5		(4,985,000)

In North Manchuria there are Robert Brothers, Turin & Co., and other small factories, which are mainly supplying cigarettes and pipe tobaccos to meet the demand in North Manchuria, more than one half of which, however, is supplied by imported goods.

7. MISCELLANEOUS INDUSTRIES

Timber.—The timber industry of Manchuria had a chequered career between 1904 and 1915, but in the latter year it began to make gradual improvement, and attained considerable prosperity in 1919 because of increased demands for timber. The financial depression of 1920, however, renewed the difficulties of the industry.

At present Antung is the busiest centre of the timber industry in Manchuria, with 24 timber yards, while in South Manchuria there are altogether 11 yards having a capital of more than ¥100,000 each, and the total number including smaller firms will be about 40. The timber production in 1928 was valued at over ¥5,900,000, and in 1929 about ¥5,000,000. In the forests along the Yalu and Sungari Rivers, there is an unexhaustible supply of timber, and with proper protection, the present supply may be continued forever, without reducing the quantity of standing timber.

TIMBER PRODUCTION IN SOUTH MANCHURIA

	Value (Yen)
1925	3,390,000
1926	4,822,000
1927	5,416,000
1928	5,905,000

Leather and Hides.—Manchuria and Mongolia is famous for stock-farming, and its reputation as a source of supply of animal skins for making hides and leathers was known to Japanese businessmen many years ago, and they established two or three leather and hide factories, but not possessing the required skill and experience, they were unable to obtain satisfactory results. The best known of such enterprises is the Manchuria-Mongolia Industrial Company, with a capital of ¥1,000,000, which has now suspended its activity because of business depression.

In North Manchuria are found foxes, martens, badgers, leopards, squirrels, bears, wild boars, otters, monkeys and various other wild animals, so that there is an abundant supply of material for the development of the leather and hide industry. At present, however, good leathers and hides are not yet produced in Manchuria, only skins in crude form being exported.

According to a recent investigation the amount of leather and hide production in the Manchurian provinces and Eastern Inner

Mongolia is as follows.

Calf leather	135,000	hides
Horse leather	340,000	„
Donkey leather	30,000	„
Sheep skin	800,000	„

8. SPECIAL INDUSTRIES

Electricity.—The electric light and power industry originated under the Russian régime, but after the close of the Russo-Japanese War, the South Manchuria Railway Company improved the electric equipment and facilities, and extended the supply of light and power to the general public. With the increase of the Manchurian population and the development of various industries, several electric enterprises made their appearance, some being under the official management of the Kwantung Government, some being joint Sino-Japanese enterprises under Japanese management, and others being under Chinese control and management.

Manchuria is mostly flat country, so that it is impossible to generate electricity by hydraulic power, and recourse had to be had to steam plants. Formerly all generating systems were planned independently of one another, but in recent years, mutual transmission has been made possible by the connection of new lines. The highest voltage in use is 44,000, and 50 cycle is the standard commonly adopted. Only in the districts under the Fushun and Penhsihu electric supply systems, 60 cycle is used, and in those under the Anshan system, 25 cycle.

At present, electric enterprises in South Manchuria number 29, of which 26 are engaged in the supply of electric light and power, and 3 in operating electric railways (2 out of the three electric railway enterprises also supply power and light). The electric enterprises at Port Arthur, Chinchou, Pulantien and Pitzuwo are under the official management of the Kwantung Government, the others being under private corporations. Of these private enterprises, two are under the direct management of the South Manchuria Railway Company (the Mond Gas and Electric Station, Fushun Colliery, and the Electric Generating Station, Anshan Iron Works); and of those in which the Railway Company is interested, eight are under the direct management of the South Manchuria Electric Company, in ten the Railway Company holds

majority shares, one is under the management of the Yingkow Water Works, and one under the management of the Manchuria Hotel Company. There are also two electric enterprises in which large investments are held by Okura & Company of Japan.

The total investment in electric enterprises in South Manchuria up to the present amounts about ¥50,000,000. Recent business receipts are about ¥15,000,000, and business expenditure about ¥12,200,000, while in 1928, receipts were about 12 million yen, and expenditure about 10 million.

ELECTRICITY SUPPLIED

	Light		Power		Electric Train		Total
	No. of Lamp	K.W.	No. of Instalments	K.W.	No. of Coaches	K.W.	K.W.
1924	574,752	34,399,241	2,302	99,217,820	478	12,275,892	145,892,953
1925	616,998	36,402,531	2,609	110,637,855	494	13,262,644	160,303,030
1926	644,204	34,493,109	3,339	153,966,327	496	12,846,416	201,305,852
1927	686,574	41,722,383	3,805	184,257,376	512	17,250,958	243,230,717
1928	751,265	46,646,207	5,856	212,301,335	515	16,535,030	275,482,572

The question of supplying cheap electric power has become very important with the development of various industries in and around Harbin, but at present all electric generating stations in North Manchuria are equipped with old fashioned machines, and the equipments for the distribution of electric current are particularly unsatisfactory. In North Manchuria, there are 10 electric enterprises at Harbin, and 4 along the Chinese Eastern Railway line, and of these the largest is the North Manchuria Electric Company at Harbin (2,500 kilowatt), followed by the electric generating station attached to the Central Machine Shop of the Chinese Eastern Railway (1,100 kilowatt). Besides these, there is one small electric generating plant at Taonan, operated by the Wu Chun-sheng

Gas.—The gas industry in Manchuria was first started by the South Manchuria Railway Company at Dairen in 1910, as a means of utilizing Fushun coal, and was soon extended to Mukden, Fushun, Changchun and other cities. In 1925, these enterprises were separated from the South Manchuria Railway Company and set up as South Manchuria Gas Company, with a capital of ¥10,000,000. The Company has its main office at Dairen, and branch of-

fices at Anshan, Mukden, Antung and Changchun, and its production in 1929 was 15,286,188 cubic metres. The number of households supplied with gas was in 1928, 66,757, and in 1929, 71,648.

Details of the industry are given in the following table:

	Amouut Produced (Cubic metres)	No. of Households and Factories supplied	Amount used (Cubic metres)	Receipts (Yen)
1925	11,400,713	29,917	10,218,661	918,838
1926	15,032,446	33,040	14,118,461	1,085,456
1927	13,380,424	31,883	12,252,266	1,041,254
1928	13,861,223	70,343	12,259,476	1,071,136
1929	15,286,188	74,753	13,652,050	1,175,912

CHAPTER XIII.

TRANSPORT AND COMMUNICATIONS

1. RAILWAYS

Introduction.—The history of railway communication in Manchuria begins with the opening of the line between Shanhaikwan (山海關) and Suichung (綏中) in 1894. This was an extension line of what was then the only railway operating in North China, the Tientsin-Shanhaikwan Railway, and it seems to have been a part of a scheme for the economic development of Manchuria planned by the Chinese Government.

The years between the Sino-Japanese War and the Boxer Rising are justly called the period of the "battle of concessions." Manchuria was not unaffected, and Liaotung Peninsula was eventually placed under Russian influence in 1898.

With astonishing rapidity the great system of the Chinese Eastern Railway was constructed, which was to serve as one of the link connecting Port Arthur and Vladivostock with European Russia. Through the existence of this railway marked unmistakably the Russian predominance in Manchuria, until the situation was greatly changed by the Russo-Japanese War.

By the Treaty of Portsmouth the southern part of the Harbin-Port Arthur line was transferred to Japan, while Mukden was directly connected both to Korea and to China proper, by improving the emergency lines constructed by the Japanese army during the war. Taking the place of Russia, Japan, with the South Manchuria Railway under her control, now assumed the lead in the economic activities of Manchuria. At the same time, the significance of the Railway could not remain quite the same as before, for the primary aim of Russia in constructing the line had been to secure an outlet for her native products by connecting her mainland to an ice-free port, while for Japan the development of the country along the line was a matter of chief concern. Japan had to look at Manchuria from a peculiar geographical and economic standpoint, and had to use her newly acquired railway as a

Chinese Cart crossing a River.

medium to stimulate the economic development of the country.

Japan's efforts in Manchuria were concentrated in the economic development of the country through peace and order, which was effectively preserved by her army, and as a result economic conditions in Manchuria have completely changed during the last twenty years. From a mere outlying colony of China, Manchuria has developed into a prosperous land and one of the most promising markets and fields of investment in the world. This change could not but react upon railway transport, and the recent remarkable development in railway construction may be largely ascribed to the painstaking pioneer work of the South Manchuria Railway.

It seems hardly necessary to mention that the South Manchuria Railway Company is engaged in various enterprises besides railway transport. In the fields of mining, manufacturing and shipping as well as in other enterprises, which will be surveyed in other chapters, the company occupies a predominant position as far as South Manchuria is concerned, and, moreover, carries on administrative and cultural activities within the railway zone.

South Manchuria Railway.—The South Manchuria Railway consists of a portion of the southern branch of the Chinese Eastern Railway, south of Kwangchengtzu (寬城子) which was constructed in accordance with the terms of the Sino-Russian Treaty of 1898, and the Antung-Mukden line, from Antung to Mukden, constructed by Japan during the Russo-Japanese War.

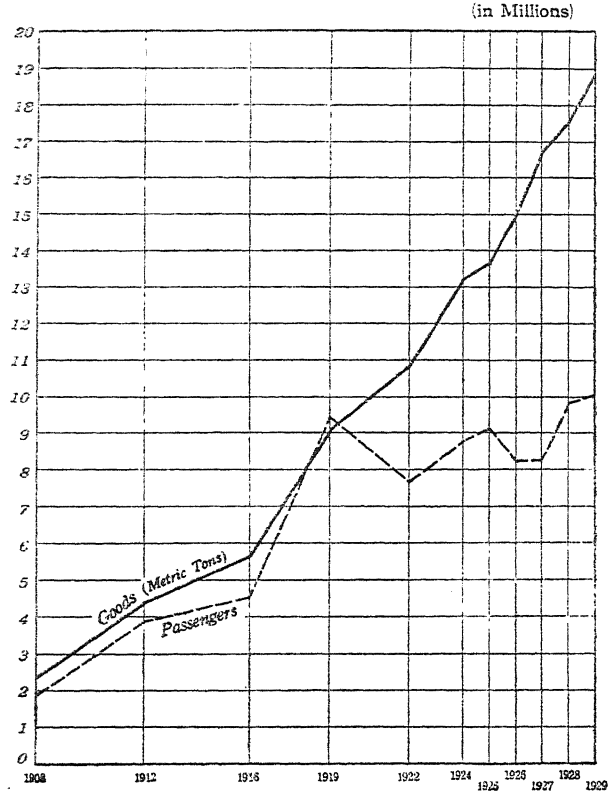
The former line was transferred to Japan by the Portsmouth Treaty, 1905, and the management and improvement of the latter was formally approved of by China in the Additional Agreement to the Treaty of Peking, 1905.

The term of these concessions was limited to 36 years and 15 years respectively, but both were in 1915 extended to 99 years with the consent of the Chinese Government. (See Chapter II.)

GROWTH OF TRAFFIC ON THE SOUTH MANCHURIA RAILWAY

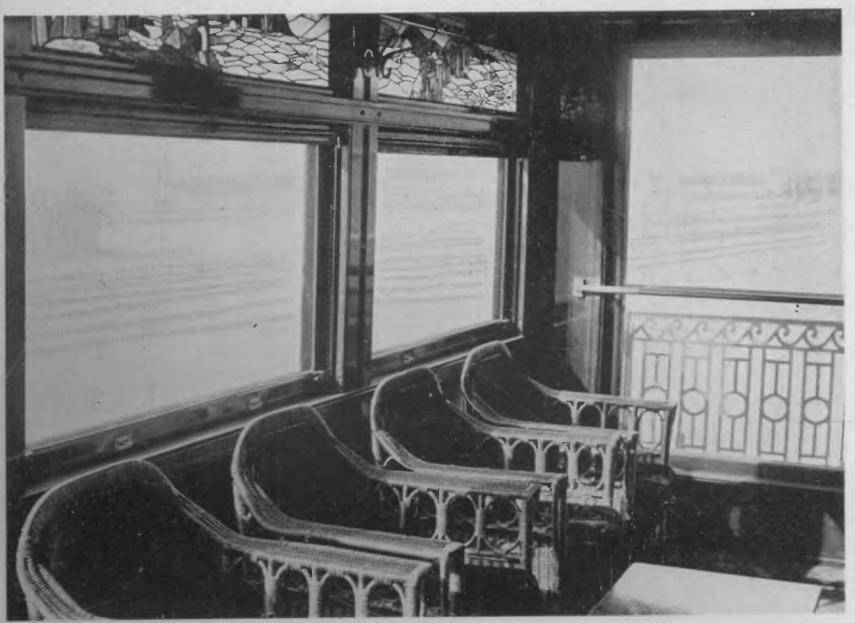
	Goods carried	Number of Passengers
1908	2,366,917 (Metric tons)	1,868,140
1912	4,247,236	3,905,822
1916	5,651,636	4,410,816
1919	9,159,783	9,274,114
1922	10,926,199	7,645,068

1924	13,234,630	8,732,718
1925	13,649,089	9,109,004
1926	15,000,728	8,290,085
1927	16,717,677	8,263,089
1928	17,530,324	9,720,119
1929	18,562,959	10,410,579
1930	15,193,272	8,115,808



From the above table, it may plainly be seen that the main feature of the South Manchuria Railway traffic is goods transport, and its entire technical equipment and managing policy are based upon increasing this capacity. But as the line also forms an important link in the rail transport between Europe and Asia, special attention is also paid to improving the passenger traffic service.

Nearly four-fifths of the total goods carried, and 97.5% of the



Interior of an Observation Car on the S.M.R.

Interior of a First Class Passenger-Coach on the S.M.R.

passengers ply between points on the line itself. Only one-fifth of the total goods is through traffic, and of this one half is to or from the Chinese Eastern Railway, and only 2½% of the passengers are through passengers.

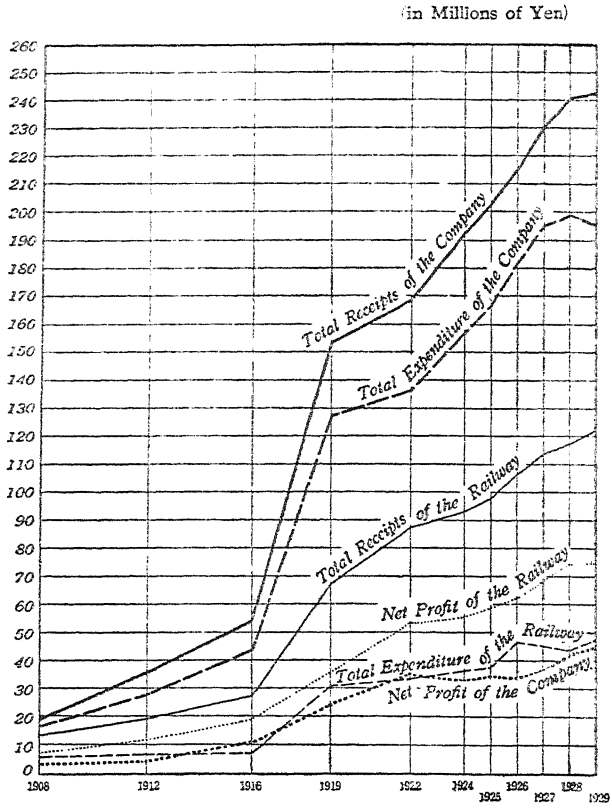
Agriculture along the South Manchuria Railway line has almost reached saturation point, and it is impossible to hope for any greater development in the future. In order to increase the volume of goods traffic, it will become necessary to construct new feeding lines or to develop along the railway line new industries other than agriculture.

The South Manchuria Railway Company of which the main activity is operation of the railway, was formed with a capital of ¥440,000,000, and organized under an Imperial Ordinance and a Japanese Government Order, the Government of Japan holding one half of the total shares, making it a jointstock company of a unique character.

Immediately upon its organization, the South Manchuria Railway altered the entire line to the standard gauge, and then proceeded to double the track over nearly its whole length, while particular efforts have been directed toward the improvement of the traffic service. In the following table of business returns since its establishment, the Company's efforts in this direction are reflected.

RECEIPTS AND EXPENDITURES OF SOUTH MANCHURIA RAILWAY
(in Gold Yen)

	Receipts	Expenditure	Net Profit
1908	12,537,142	5,161,408	7,375,734
1912	19,907,456	7,846,923	12,060,533
1916	27,815,349	8,435,939	19,379,410
1919	67,606,720	30,528,938	36,531,782
1922	87,813,029	34,169,285	53,643,744
1924	92,561,732	36,553,297	56,008,435
1925	97,395,228	38,800,691	58,594,537
1926	107,923,567	45,951,623	61,971,944
1927	113,244,180	45,235,835	68,008,345
1928	118,639,090	44,358,065	74,281,025
1929	122,103,743	47,213,508	74,890,235
1930	95,330,000	36,768,576	58,562,154



Chinese Eastern Railway.—The Chinese Eastern Railway Company, was formed at the end of 1896, in accordance with the Contract for the Construction and Operation of the Chinese Eastern Railway, signed between the Russo-Chinese Bank and the Government of China on August 2, 1896. The actual construction of the railway was commenced in the spring of 1898. With the main line from Manchouli to Pogranichnaya, the southern branch from Harbin to Port Arthur, and branch lines to Yingkow, Fushun and other points, it constitutes a great railway system with a total length of 2,600 kilometres. And at the end of 1902 the line was completed and opened to unofficial traffic, the official opening not taking place till July, 1907. The greatness of the scheme and the rapidity with which the line was constructed deserve consider-

able admiration. The total expenditure in the construction of the railway, including the South Manchurian branch, is estimated at about 300 million gold roubles.

One of the purposes for which Russia planned the construction of this great railway system was to utilize it for the materialization of her eastern policy which demanded an ice-free port. She desired to carry out her grand scheme of eastern penetration by connecting European Russia with Vladivostok through the shortest railway line, and by building a great naval base at Port Arthur as well as a commercial port at Dairen.

Defeat in the Russo-Japanese War, however, caused Russia to lose the Kwantung Territory, and to transfer to Japan a part of the southern branch of the Chinese Eastern Railway, south of Kwanchengtzu, so that her far-reaching military and political aims which had been based primarily upon the operation of the Chinese Eastern Railway were seriously impaired. North Manchuria has, since then, achieved a quite unforeseen economic development through the efforts of farming settlers, and its agricultural products have so greatly increased that the Chinese Eastern Railway, now plays an important economic rôle.

The Chinese Eastern Railway Company, which was primarily organized for political and military aims, secured, besides the right of constructing and operating railways, the rights of navigating the Sungari River, guarding railways, mines and lumber-mills, operating telegraph and telephone lines, and establishing post offices, besides administration of the railway zone, judiciary rights and other important privileges. Its activities, were thus very extensive, but when the Russian Revolution broke out in 1917, China attempted to regain these rights. By the Sino-Soviet Agreement and the Mukden-Soviet Agreement, both of 1924, it was finally declared that the Chinese Eastern Railway was a purely commercial concern, and that China and Soviet Russia should have an equal standing in the operation of the railway.

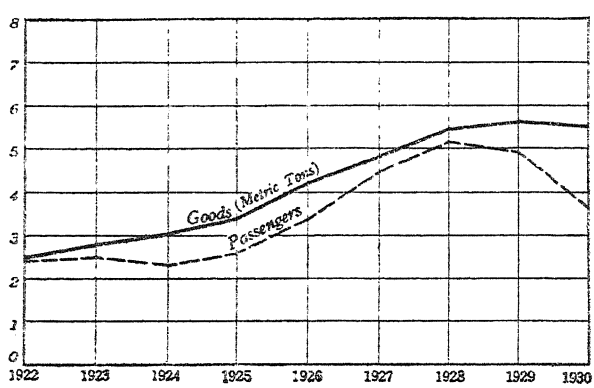
The Soviet Government, however, would not agree to giving the managership to Chinese, while China held that unless this post was in Chinese hands, her plan of regaining the lost privileges was not complete. In July, 1929, China carried out a coup d'état on the pretext that Russians were propagating communist doctrines

in Manchuria, and attempted to replace the Russian manager with a Chinese. But as this attempt failed, the matter was left for future decision.

The traffic returns (excluding free-pass passengers and goods carried for the railway's own use), and revenue and expenditure in recent years are as follows:

THE GROWTH OF TRAFFIC ON THE CHINESE EASTERN RAILWAY

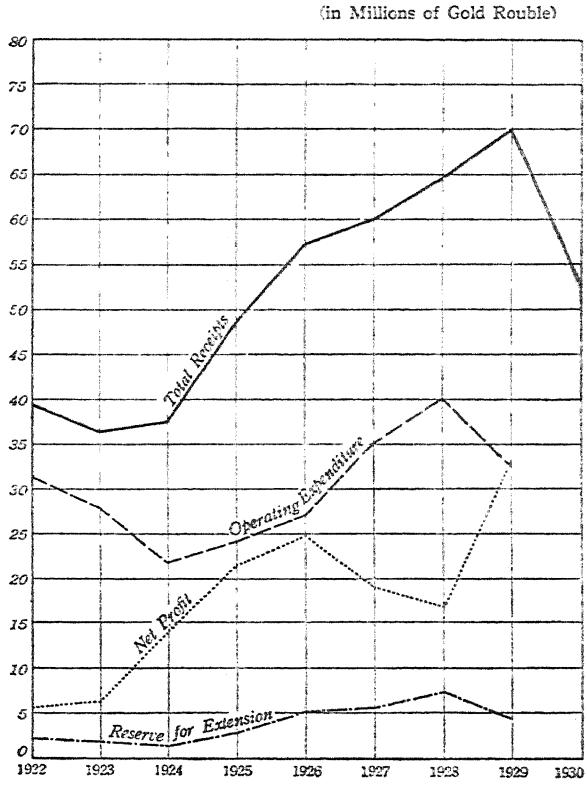
	Goods carried	Number of Passengers
1922	2,483,640 (Metric tons)	2,421,434
1923	2,804,864	2,535,399
1924	3,026,744	2,319,948
1925	3,386,025	2,558,949
1926	4,233,304	3,383,964
1927	4,899,165	4,532,064
1928	5,449,089	5,147,214
1929	5,605,686	4,993,365
1930	3,656,580	4,527,989



RECEIPTS AND OPERATING EXPENDITURE OF C.E.R.
(in Gold Roubles)

	Total Receipts	Operating Expenditure	Reserve for Extension
1922	39,410,434	31,460,774	2,271,527
1923	36,424,888	28,110,531	1,943,829
1924	37,474,568	21,875,833	1,520,076
1925	48,504,525	24,137,641	2,902,560
1926	57,347,299	27,220,220	5,276,276
1927	60,043,247	35,229,970	5,736,072

1928	64,711,030	40,239,241	7,383,384
1929	70,255,650	32,764,198	4,404,210
1930	52,580,000	unknown	unknown



The greater part of the goods carried by the railway consists of cereals and their products manufactured for export, followed by exported timber and imported coal. Most passengers are Chinese, travelling by the third and fourth classes, and the large number of arrivals is due to the influx of immigrants who are steadily developing the land along the railway line.

Peining (北寧), or Peking-Mukden Railway.—This is the oldest railway in China, having been built by the Kaiping (開平) Colliery and Iron Works in 1877. It was then called the Tanghsu Railway, and was a light railway drawn by mules, running from

the Tangshan (唐山) coal mine to Hsukochuang (胥各莊), which was opened to traffic in 1879.

In 1881, locomotives replaced the mules, and the Chinese Government gradually extended the line towards Peiping and Mukden, and also purchased for ¥1,660,000, the light railway constructed by Japan between Mukden and Hsinmintun (新民屯) during the Russo-Japanese War. After being rebuilt to standard gauge and extended it to the walled city of Mukden, to connect with the South Manchuria Railway, and the Peiping-Mukden, or Peining Railway, as it is called to-day, was completed thirty years after the construction of the first mule-drawn light railway.

The opening of the Tatung (打通) Railway running northward from Tahushan (打虎山) station on the Peining line to Tungliao (通遼), brought out a controversy with Japan. The construction of this line north of Changwu (彰武) is in violation of Article III of the Protocol attached to the Treaty of Peking, of December 22, 1905, which reads "The Chinese Government engage for the purpose of protecting the interest of the South Manchuria Railway, not to construct, prior to the recovery by them of the said railway, any main line in the neighbourhood of and parallel to that railway, or any branch which might be prejudicial to the interest of the said railway." Strong protests were lodged by the Japanese Government but no attention was paid by the Chinese Government and the construction progressed, and the entire line was formally opened to traffic in November, 1927.

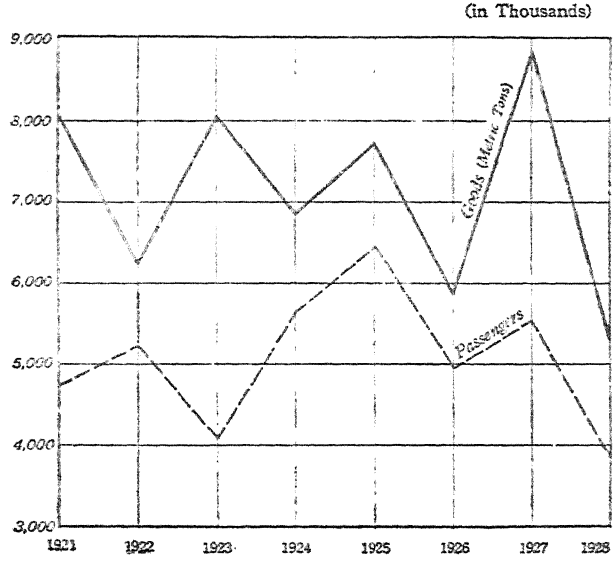
The Mukden authorities for years desired to connect the three principal cities of Shenyang, or Mukden, Kirin, and Tsitsihar, without depending upon railways operated by foreign countries. Stimulated by this desire the construction of the Tatung railway and the Kihai (吉海) railway, which also violated the above Agreement, was pushed forward.

The capacity of the Tatung Railway to carry passengers and goods will be greatly increased, and the line will, economically, become a formidable rival to the South Manchuria Railway, when the proposed harbour at Hulutao (葫蘆島) is completed, and the proposed branch-lines, such as those between Tungliao and Kailu (開魯), and Kaitung (開通) and Fuyu (扶餘), are constructed. These lines carry North Manchurian products, which are shipped southward by the Ssutao (四洮) and South Manchuria Railways.

Recent traffic and business returns of the Peining Railway are as follows:

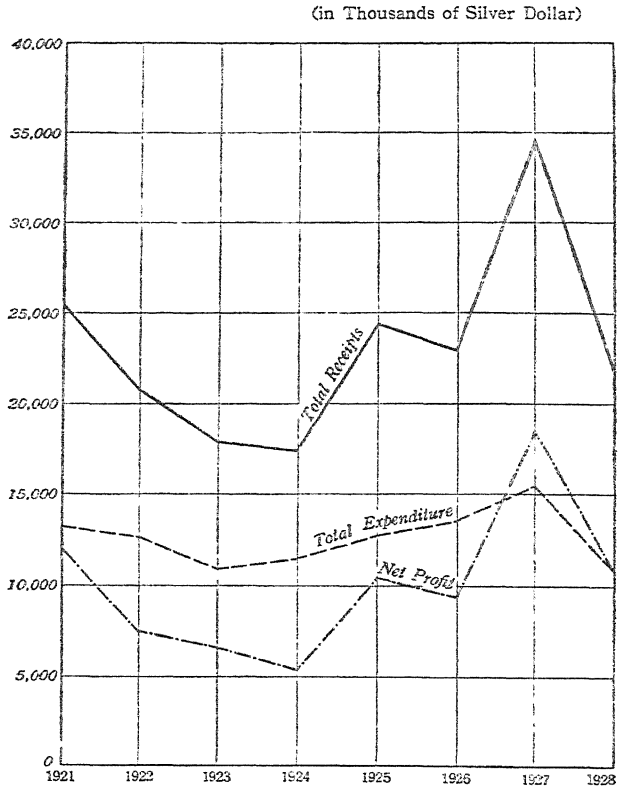
GROWTH OF TRAFFIC ON THE PEINING RAILWAY

	Goods carried	Number of Passengers
1921	8,009,615 (Metric tons)	4,716,559
1922	6,208,468	5,171,879
1923	8,012,656	4,039,947
1924	6,859,590	5,603,524
1925	7,720,141	6,317,217
1926	5,820,236	4,992,497
1927	8,835,696	5,516,569
1928	5,268,594	3,854,306



RECEIPTS AND EXPENDITURE OF THE PEINING RAILWAY
(in Silver Dollars)

	Total Receipts	Total Expenditure	Net Profit
1921	25,484,742	13,014,650	12,470,092
1922	20,690,449	12,933,500	7,756,949
1923	18,288,124	11,336,677	6,951,447
1924	17,509,533	11,912,901	5,596,632
1925	24,047,676	13,218,204	10,829,472
1926	23,487,169	13,598,980	9,888,189
1927	34,720,466	15,941,157	18,779,309
1928	21,821,545	10,958,396	10,863,149



The greater part of the goods carried by this railway are minerals and Government goods, amounting annually to about 1,000,000 tons. Agricultural and manufactured products provide about 600,000 to 700,000 tons yearly.

The railway has been compelled to suspend operations several times on account of the First and Second Mukden-Chihli Wars and the Rebellion of Kuo Sung-ling. When the Mukden authorities wielded power within the barrier of Shanhaikwan, the entire railway was, for a short time, under their control. Since the withdrawal of the Mukden forces into Manchuria in 1928, the railway has been again placed under two separate managements, one for the section within the barrier, and the other for that outside, and despite these conditions, this railway shows the best results of all in China.

Ssutao or Ssupingkai (四平街) -Taonan (洮南) Railway.—The Ssutao Railway is one of the so-called Five Railways of Manchuria and Mongolia mentioned in the Sino-Japanese Agreement of 1913, and was built with the Japanese loan of ¥35,000,000, the construction work being undertaken by the South Manchuria Railway. The unpaid interest on this loan has already reached to ¥11,000,000.

The recent returns of the railway are as follows:

	Goods carried	Number of Passengers	Receipts	Expenditure (Silver dollars)	Net Profit
1922	491,994	285,983	1,657,814	1,167,062	490,752
1926	1,190,282	778,266	7,675,284	3,684,812	3,990,472
1927	1,031,086	702,248	6,066,281	3,758,360	2,307,921
1928	790,677	646,008	6,042,028	unknown	unknown
1929	785,097	979,058	6,751,336	„	„
1930	979,191	926,435	7,444,354	„	„

Cereals and manufactured goods comprise the bulk of goods carried on this railway, and a large proportion of this is through-traffic, as much as half of the total handled being goods registered through the South Manchuria Railway, while passengers having through-tickets were 1/14 or 1/15 of the total number. Thus the line forms an important feeder to the South Manchuria Railway.

Kichang or Kirin (吉林)—Changchun (長春) Railway.—By the Sino-Japanese Agreement signed on April 15, 1907, regarding the Hsinmintun-Mukden Railway and the Kirin-Changchun Railway, the Kichang Railway was to be constructed with a loan supplied by the South Manchuria Railway. Subsequently further agreements were made and finally the line was constructed with a loan amounting to ¥6,500,000. Since January, 1918, the operation and management of the line has been entrusted to the South Manchuria Railway.

The business returns of the railway in recent years have been as follows:

	Goods carried (metric ton)	Number of Passengers	Receipts	Expenditure Silver dollars)	Net Profit
1922	773,557	504,605	2,789,552	1,790,325	999,227
1926	768,521	863,371	2,919,764	1,995,383	924,381
1927	877,024	943,596	3,305,005	2,320,812	984,193
1928	1,085,320	908,460	3,628,480	2,553,015	1,075,465
1929	1,064,794	975,479	3,836,616	unknown	unknown
1930	821,084	792,869	2,922,370	„	„

The goods carried by this line consist mainly of cereals and timber, of which as in the case of the Ssutao Railway, more than half is registered through to the South Manchuria Railway. The percentage of through-goods is similar to that of the Ssutao Railway, but that of through-passengers is smaller, because of the smaller number of immigrants using the line.

Taoang or Taonan (洮南) —Anganghsi (昻々溪) Railway.—This line has only recently been opened, and the development of the land along the railway is yet to come. At present goods from Tailai (泰來) and even Chentung (鎭東), which are both situated along this line, are being forwarded northward and carried by the Chinese Eastern Railway, because of differences in distance and rates. The business returns of the Taoang Railway since its opening have been as follows:

	Goods carried (Metric tons)	Number of Passengers	Receipts	Expenditure (Silver dollar)	Net Profit
1926	62,456	158,973	434,881	—	—
1927	772,302	214,527	1,145,174	1,311,927	166,753 (loss)
1928	356.711	294,642	1,138,313	1,042,849	95,464
1929	506,716	306,895	1,440,257	unknown	unknown
1930	527,525	324,139	1,395,537	,,	,,

(Expenditure required before June, 1927, was paid out of the capital. The volume of goods carried appears to be fairly large, but it mostly consists of railway material, the general cargo carried amounting only to 100,000 tons).

Kitun or Kirin-Tunhua (敦化) Railway.—This line constitutes a part of projected Kirin-Kainei (會寧) Railway. It was constructed by the South Manchuria Railway Company according to a contract between that company and the Chinese Government. The cost of the construction which was estimated at ¥24,000,000 was advanced by the constructors and was, according to the contract, to be returned to the company at the time of its delivery, and if the Chinese government found it impossible to repay the amount within one year, the debt was to be settled under a new loan contract. This question of redemption, however, is not yet settled. The line was opened in October, 1928, and since then it has done fine service in opening up the hinterland, especially the Chientao (間島) district, and contributed a great deal towards the development of trade in the country through which it runs.

The business returns of the railway in 1929 and 1930 have been as follows:

	Goods carried (Metric tons)	Number of Passengers	Receipts	Expenditure (Silver dollar)	Net Profit
1929	500,710	431,423	1,690,805	1,441,719	249,086
1930	585,880	368,641	1,632,748	unknown	unknown

Shenhai or Shenyang (Mukden)—Hailung (海龍) Railway.—This was the first important line in Manchuria to be constructed with Chinese capital and by Chinese engineers, and the meaning of this may be understood when one thinks of the railway's situation in Manchuria. It was to be the first half of a line which connects Kirin to Mukden. And as it takes a line more or less parallel to that of the South Manchuria Railway, it may be a formidable rival. In short, this line is the first fruits of the nationalistic movement in railway construction of Three Eastern Provinces. The construction of the line was first commenced in 1925 with a capital of 20 million Yuan in Fentien-tayang, one half of which was contributed by the government and the rest by the public. The fall of Fentienpiao, however, resulted in a great shortage of funds and it was necessary to make up the deficit afterwards. After great efforts and sacrifices by the authorities, this Mukden-Huipei (奉北) line was opened on September 6th, 1927. The line was extended later to Chaoyangchen (朝陽鎮), and a feeding line of 68.4 kilometres was built from Meihokou (梅河口) to Hsian (西安). Successful completion of this line gave a strong impetus to the construction of the Kirin-Hailung Railway and also encouraged the plan for the Tatung-Tahushan-Tunghiao (Paiyintala) Railway. Therefore the effect of this success should not be judged only for its economic consequences, although it has done a great deal in opening up one of the most fertile parts of South Manchuria and the prospects are very bright.

	Goods carried (Metric tons)	Number of Passengers	Receipts (Silver dollars)	Expenditure
1929	1,140,405	878,071	5,379,848	unknown
1930	757,524	1,347,873	7,376,938	unknown

Huhai or Hulan (呼蘭) —Hailun (海倫) Railway.—The construction of this railway was for more than fifteen years under discussion by the authorities of Heilungkiang before it was actually commenced in 1926. The funds for its construction were raised by the floatation of a limited company, financed by government and

private capital, amounting to ten million tayangyuan. The total capital was to be divided equally between the authorities and private capitalists but owing to the insufficiency of private subscription the government decided to buy up all the private capital and make it a wholly government enterprise. The districts along this line are known to be the great cereal-producing areas of North Manchuria, and with their development the line promises to be a most successful enterprise. The problem of connection with the Chinese Eastern Railway is of long standing, and is not yet solved.

	Goods carried (Metric tons)	Number of Passengers	Receipts (Silver dollar)	Expenditure (Silver dollar)
1929	475,093	830,958	4,618,424	unknown
1930	650,949	613,308	3,684,274	unknown

Kihai or Kirin-Hailung (海龍) Railway.—This is a line which connects Kirin and Hailungcheng and is nothing but a continuation of the Shenhai Railway, described above, and is one of the so-called Four Manchurian Railways mentioned in the Sino-Japanese Agreement of 1918. This line was also built in defiance of Article III of the Protocol attached to the Agreement of Peking, of 1905, but the nationalistic attitude of the Kirin & Fengtien Government was so strongly supported by public opinion among the Chinese that all protests made by Japan was rejected. The construction was commenced from May, 1927, and in August of the following year a line between Kirin and Chaoyangchen was opened. Sufficient time has not yet elapsed for any detailed business returns to be published, but as the line traverses many fertile districts not under cultivation, it has a very promising future.

Tsiko or Tsitsihar-Koshanchen (克山鎮) Railway.—This is a line of 221 kilometres in length. But as its controls the Taoang Railway which connects Anganghsi to Tsitsihar, the total length of the line is 254 kilometres.

The construction of this Tsiko Railway was started in June 1928, and was opened before the end of the year. There was a controversy over the construction of the Tsiko Railway between the Chinese and Soviet authorities. The Soviet objected to the extension of the line northward across the track of the Chinese Eastern Railway, but the Chinese authorities nevertheless built a bridge across the C.E.R. tracks and continued the line to Tsitsihar and then further north. In February 1929, a section of 128 kilometres

between Tsitsihar and Taianchen (泰安鎮) was completed, and the part between Taianchen and Koshan is now nearly finished but owing to some change in their plan the authorities are concentrating their efforts on the construction of a branch line of about 80 kilometres, which leaves the main line at Ningnien (寧年) station and goes as far as Noho (訥河).

The cost of the construction is said to be borne by the authorities of Liaoning and Heilunkiang Provinces and the Peining Railway, and the share of each of these three investors is in the neighbourhood of 400,000 Yuan. But one may not be wrong in supposing that most of the funds were provided by the issuing treasury notes of the Heilungkiang Government.

Chinfu (金福) Railway.—This railway, which connects Chinchou (金州) on the South Manchuria Railway line with Chengtzutung (城子疃) on the border of the Kwantung Leased Territory, is an undertaking set up by a joint Sino-Japanese Company with a capital of ¥4,000,000, and was opened in October, 1927. But the profits were very poor and it was only by the help of subsidies from South Manchuria Railway Company that the company managed to avoid closing down. The reason for this depression seems to be the fact that salt, which constitutes the main goods carried on the line, has been attracted to the coastal junk trade. Unless this condition is changed, therefore, the business condition of the railway cannot be expected to improve.

Muling (穆稜) Colliery Railway. (also called **Limi (梨密) Line.**)—This line was constructed primarily for carrying coal from the Muling coal mine, but since 1926, a general passenger and goods service has been opened. With the settlement of immigrants on the plains of Mishan (密山), goods and passengers have steadily increased, and it is reported that about 100,000 immigrants are now settling every year in this district.

Encouraged by the success of this line, an extension to Mishan is now under consideration.

Haolikang (鶴立崗) Colliery Railway.—This is a purely local railway, transporting only coal.

Hsichien (溪城) Railway.—The bulk of the goods carried by this railway consists of coal forwarded by the Niuhsintai (牛心臺) coal mine.

Kaifeng (開豐) Light Railway.—This light railway is one of the four railways of Manchuria over which there was much controversy, and it was finally constructed without obtaining financial assistance from Japan. Its carrying capacity has not been fully developed because of the shortage of rolling-stock.

Tientu (天圖) Light Railway.—This line was constructed mainly for carrying coal from Laotourkou (老頭兒溝), and silver and iron from Tienpaoshan (天寶山). Its management is faced with financial difficulties as the latter mine has suspended operation, while goods rates are high, and cart transport is very active.

Tsiang (齊昂) Light Railway.—This railway is in an unsatisfactory financial condition, and the recent completion of the Tsiko Railway and the development of motor transport have increased its difficulties.

Uncompleted Railways.—Besides those mentioned above, there are several uncompleted railways, for construction of which loan agreements are contracted between the Chinese Government and foreign countries. The following list shows five important lines of this kind. As explained already, the first 210 kilometres of the Kirin-Kainei Railway was opened in 1928. Kaihai Railway is completed except for the part between Hsian (西安) and Hsifeng (西豐).

Railway	Date of Loan Agreement	Creditor Nation	Distance in Kilometres	Termini
Kikai	June, 1918	Japan	477	Kirin, Kainei
Kaihai	Sept., 1918	Japan	477	Kaiyuan, Hailung
Changtao	Sept., 1918	Japan	290	Changchun, Taonan
Taoje	June, 1918	Japan	757	Taonan, Jehol
Linhai (臨海)		Japan	(From a point on Taoje line to the sea.)	

2. HARBOURS

Port of Dairen.—The port of Dairen is situated in Dairen Bay, at the south-eastern end of the Kwantung Peninsula. It is connected by numerous regular steamship lines with all the important points of the world and is the terminal of the South Manchuria Railway which connects it with Europe and Vladivostok. Commanding excellent connections both on land and sea, the port of Dairen is now the foremost port of South Manchuria.

For centuries Dairen remained an insignificant fishing hamlet. Seventy years ago, it was occupied by a joint fleet of Great Britain and France, and was then known as Victoria Bay. In 1898 Russia leased Port Arthur and Dalny, with a view to constructing a naval base at the former, and using the latter as a commercial port. When on construction, the Russo-Japanese War broke out in 1904, and Dalny was occupied by Japanese troops, the harbour was little more than begun. In February, 1905, while the port was under the military rule of Japan, the name of Dalny was abolished, and the new name of Dairen substituted.

By virtue of the Portsmouth Peace Treaty of 1905, Japan succeeded to the lease of the Kwantung district. The Japanese military administration for the district was abolished in 1906, and the port placed first under the management of the Kwantung Administration. Later, the harbour was placed under the management of the South Manchurian Railway Company.

DISTANCE FROM DAIREN TO PORTS OF THE WORLD
(Nautical miles)

Otaru	1,305
Hakodate	1,225
Yokohama	1,212
Kobe	869
Nagasaki	577
Jinsen	288
Takao	1,069
Vladivostok	1,050
Tientsin	242
Tsingtao	262
Shanghai	544
Hongkong	1,255
Singapore	2,027
Bombay	5,060
Marseilles	9,200
London	10,900
Hamburg	11,230
Seattle	5,175
San Francisco	5,494
Honolulu	4,520

A Wharf Office and Harbour Construction Office were opened by the South Manchuria Railway Company, for improvement of the harbour and wharves. In general pursuance of the original

plans laid down by Russia, the Harbour Construction Office spent up to 1926, some ¥52,000,000 in constructing and improving wharves, breakwaters and warehouses, and in dredging and reclaiming. The Wharf Office handles the loading, discharging and storing of cargoes.

The port administration is under the jurisdiction of the Kwantung Government, and the Harbour Office was established in 1908 to attend to all affairs of the port, including quarantine and ship inspection. The Marine Police is under the Police Bureau of the Kwantung Government.

Since the harbour of Dairen was placed under the management of the South Manchuria Railway Company, some twenty years ago, it has greatly improved and developed. At present the Dairen wharves are able to dock at the same time 14 ships of 8,000 to 10,000 tons, 11 ships of 4,000 to 6,000 tons, and 7 ships of 1,000 to 3,000 tons, a total of 32 ships. Inside and outside the breakwaters, a great fleet of ships may also be anchored, so that Dairen has now become one of the greatest trade ports of the world.

STEAMERS ENTERING AND LEAVING DAIREN.

	1927		1928		1929	
Nationalities	Ships	Registered Tonnage	Ships	Registered Tonnage	Ships	Registered Tonnage
China	1,250	1,001,000	1,533	1,184,000	1,356	1,083,000
Japan	5,115	8,008,000	5,311	8,334,000	5,777	9,373,000
Great Britain	337	921,000	401	1,158,000	516	1,428,000
U.S.A.	102	423,000	121	491,000	108	428,000
Germany ..	187	690,000	192	740,000	219	880,000
Netherland .	48	167,000	52	182,000	51	189,000
France ...	38	41,000	34	26,000	18	72,000
Norway ...	42	82,000	49	93,000	78	205,000
Italy	26	156,000	22	121,000	38	194,000
Denmark ..	10	49,000	18	79,000	26	118,000
U.S.S.R. ..	4	3,000	6	7,000	—	—
Sweden ...	6	17,000	10	33,000	18	68,000

Steamers registered in the Kwantung Leased Territory, in March, 1929, totalled 132 ships of a total gross tonnage of 345,126, and a registered tonnage of 220,242. Sailing ships registered totalled 28, of a total gross tonnage of 1,163, and registered tonnage of 646: sailing ships registered in "koku" totalled 31, of 8,632 koku.

Ships of more than 1,000 tons totalled 86, of a total gross tonnage of 344,408, or a registered tonnage of 215,702.

Including regular and semi-regular lines calling at Dairen, the total number of lines touching at the port should be more than thirty, with a monthly average of 500,000 tons.

Port Arthur.—Port Arthur is an ice-free harbour situated at the extreme southern end of the Kwantung Peninsula. It was first opened as a naval base, but in 1925 the entire harbour, with the exception of the southern half, was opened to commercial ships. However, there exists no particular port equipment, only the dredging of some portion of the harbour and the construction of a coal pier and a floating pier have been completed.

Yingkow.—Yingkow, formerly called Newchang, is situated on the Liao River, 23 kilometres above its mouth. The port is divided into two sections, one for steamers and sailing ships of western style, and the other for Chinese junks. The port administration is in the hands of the Harbour Department of the Yingkow Customs Office, which looks after general port affairs, beacon service, ship and cargo inspection, and port sanitation.

As Yingkow is situated on a river, the bank of the harbour is extremely long with an average width of 762 metres. The bank constitutes the wharves, and the water is generally 9 metres deep but as there are shoals in the lower stream, ships with a draught of 5 metres or more have to proceed at high tide. Moreover the river bottom changes with floods, and it is difficult to maintain the harbour properly.

At the time when agricultural produce is being transported (generally from the end of November to March), the river is frozen, making it impossible for ships to enter or leave the port, but nevertheless, in recent years, the trade volume of Yingkow has shown an increase. The South Manchuria Railway constructed a new pier in 1929, and China is also planning to construct embankments 4 kilometres long, as well as piers on the eastern bank.

Antung.—Antung is situated on the right bank of the Yalu River, 40 kilometres above its mouth. Facing Korea across the river, and having connections both on land and water, the port has made tremendous strides in the past fifty years, and is now the

commercial centre of that region. It handles most of the timber from the Yalu River valley.

The port of Antung was opened in 1907. Before that time it was only visited by junks and small boats, but with the opening of the port, it became one of the great ports of South Manchuria. In 1911, the Antung-Mukden Railway was opened to traffic, and the Yalu bridge constructed. With the beginning of the Manchuria-Korea through railway traffic, however, steamer passengers decreased, and vessels frequenting the port are mostly engaged in carrying cargo.

Hulutao.—The Chinese Government planned to build a harbour at Lienshan (連山) Bay and make it a new outlet for the products of Eastern Mongolia and the Liaohsi (遼西) district, in competition with Dairen. Harbour construction was started, but soon suspended. In February, 1930, a contract was signed between the Peining Railway Administration and the Netherland Harbour Construction Company for the construction of Hulutao (葫蘆島) harbour and the suspended work was resumed.

3. RIVERS

Liao River.—The Liao River, rising in Hsianhsien (西安縣) runs for 2,200 kilometres to Yingkow, and navigation is possible from the mouth to Chengchiatun (鄭家屯) (Liaoyuan: 遼源), a distance of 880 kilometres. The Taitze (太子) River, a tributary, is navigable for 230 kilometres, and the Hun (渾) River, another tributary, for 240 kilometres. There are more than 50 landing places on the Liao and its tributaries.

The river boats are mostly cattle-boats, tub-boats, sampans, and canoes. These boats can proceed 50 kilometres in one day downstream, and 35 kilometres upstream, and the capacity of one boat is from 6 to 30 tons.

The increase of sand bars caused by the flow of the river prompted the Ching Dynasty to undertake river improvements, and the work is being pushed forward under the National Government, which is continuing dredging work and increasing the water depth in the main channel by locking a side channel. A plan is on foot to permit the entrance of large steamers by means of a canal system, for at present, the river depth of only about 3

metres even in the lower stream prohibits it.

Yalu River.—The Yalu River is 560 kilometres long, and constitutes the most important waterway for transporting Yalu timber. The extreme upper stream is 30 kilometres long and only permits the floating of rafts, while for a distance of about 160 kilometres from the river mouth, small native boats and junks may be used, but steamers with a draught of more than 3 metres are unable even to reach Antung, all large ships being required to anchor at the river mouth.

Ships navigating the river are junks, native boats, steamships, canoes, motor boats, etc. During the four winter months the river is frozen, and in the two summer months, it is often flooded, making navigation safe for only six months in the year. River improvement works have been undertaken by the Chinese Government, and training walls are built in the lower stream and at the river-mouth; the South Manchuria Railway Company has also constructed embankments.

Sungari River.—Although the Sungari River is only a tributary of the Amur River, it is 2,400 kilometres long, and is an important waterway in North Manchuria, being always crowded with shipping except during five months in the winter. The navigable stream begins at Kirin and runs to the junction with the Amur, a distance of 1,350 kilometres, while rafts may be floated down the entire length of the main and branch streams.

The distance of 700 kilometres from the conjunction with the Amur to Harbin is excellent for navigation, while up to Hsincheng the river is deep enough to permit the passage of steamers; native boats go as far up as Taolaichao (陶賴昭), and small steamers drawing less than 60 centimetres may reach Kirin.

Steamship navigation on the Sungari was started by Russia, who obtained the privilege of navigation from the Chinese Government. Since the Russian Revolution, China has endeavoured to rescind this right, and the authorities of the North-Eastern Provinces prohibited the navigation of the river by foreign ships, monopolizing it for native ships, and the question is still under dispute between the Soviet and Chinese Governments.

Amur River.—The Amur is not navigable from the end of October to May because of ice, but in summer, the main and branch

streams are all navigable, and on both sides of the river there are five or six important ports.

The right of navigating the section from the mouth of the Ussuri River to the mouth of the Argun River is held jointly by China and Russia, while Chinese ships ply from the mouth of the Ussuri river to Heiho (黑河) in the upper stream, and to Suiyuan (綏遠) in the lower, but cannot proceed below Suiyuan because of strict prohibition by the Soviet authorities. Customs Offices have been established by China on the right bank, and by the Soviet Union on the left.

The important regular steamship route on the main river is from Nikolaievsk at the river mouth via Habarovsk to Blagovestchensk, and other regular lines run between important ports on the Zeiya, Bureya, Ussuri, and Amgun Rivers. The Russian port of Habarovsk is the largest on the river.

Nonni and Hulan Rivers.—The Nonni (嫩江) River is shallow, and navigable only from its junction with the Sungari to the neighbourhood of Tsitsihar, the shallowness of the rest permitting only junks and sailing boats. Timber is floated down in rafts. The navigation period extends from the beginning of May to the end of November.

The Hulan (呼蘭) River rises in the Little Khingan Range, and joins the Sungari River. Steamers connect Harbin with Fuyu and Hulan, while the river is navigated by small boats from its source to the mouth.

4. COMMUNICATIONS

Chinese Service.—*Postal Service.*—The postal service of China is under the control of the Directorate-General of Posts, in the Communications. It is divided into eight branches, and there are four managing offices. Under the Postal Mananging Offices, second-class post offices have been established at the capitals of Hsien, and each village has a third-class post office or a postal agency. The Postal Managing Offices and First-Class Post Offices in the North-Eastern Provinces are as follows:

Postal District	Postal Managing Offices	First Class Post Offices
Liaoning	Mukden	Antung, Newchwang

Kirin and Heilungkiang ...	Harbin	Kirin, Changchun, Tsitsihar, Manchouli, Tapeiho, Hailar, and Lungchingtsun.

Because of the increased postal business in Kirin and its neighbourhood, it has recently been proposed to make Kirin an independent postal district.

Telegraph Service.—Formerly, the telegraph service of China was in private hands, but it was unified under Government control in 1908. The total length of telegraph lines is more than 100,000 kilometres, and there are more than 1,000 stations, while the service being under the control of the Telegraph Bureau in the Ministry of Communications. In Manchuria, there are 150 telegraph stations of which 43 belong to Heilungkiang Province, 61 to Liaoning and 46 to Kirin. They are under the direct control of the Telegraphic Superintendent, and at present the length of land-line is about 11,000 kilometres, and the total length of wire more than 2,000 kilometres.

There are in all 111 long-distance telephone stations in Manchuria, and the length of telephone lines is 1,024 kilometres, the total length of wire being 10,330 kilometres.

The North-Eastern Wireless Station was established in February, 1924, near the North Garrison, north-west of Mukden, and was enlarged in May, 1927. It was erected for the sake of the military communications of the Fengtien troops, and branch stations have been opened at various points throughout the three provinces.

The wireless transmitting and receiving apparatus used at these stations are of temporary movable type. But recently these have been gradually replaced by non-movable machines. The Great Eastern Telegraph Company (British) and the Great Northern Telegraph Company (Danish) formerly enjoyed the monopoly of telegraphic communication between China and Europe, but China has now opened a wireless service to the public, utilizing the North-Eastern Wireless Station, and the foreign powers concerned are protesting against this violation of contract. The monopoly mentioned expired at the end of December, 1930.

Japanese Service.—*Postal Service.*—The Japanese system of communication in Manchuria consists of local post, telegraph and

telephone offices, and postal stations, under the control of the Communications Bureau of the Kwantung Government. The service is gradually being extended and improved, and post offices are now established even in remote districts of the Kwantung Leased Territory, as well as at all stations of the South Manchuria Railway.

Telegraph and Telephone Service.—According to the Sino-Japanese Telegraph Agreement signed in 1908, telegraph lines were installed in 1909 between Japanese telegraph stations at Yingkow, Liaoyang, Mukden, Tiehling Changchun and Antunghsien, and Chinese Telegraph stations. A submarine cable has been laid between Dairen and Chefoo, so that Japanese Telegraph offices in Manchuria have come to handle telegrams for all parts of China and foreign countries. At first there was land line via Keijo (Korea) to Mukden, and in 1919, lines were laid direct from Dairen to Tokyo, and Mukden to Osaka. Besides these, the South Manchuria Railway Company laid a submarine cable between Nagasaki and Dairen on the understanding that it would be purchased by the Government at a future date, and this cable line was opened since 1921. Again in 1926, another direct telegraph line was installed between Shimonoseki and Mukden, via Chosen.

A wireless station was established at Dairen in 1911 to communicate with ships running to and from Japan and points on the Chinese coast. It was later on moved to Shahokou (沙河口), and another station erected at Liushutun (柳樹屯) to handle communications with Harbin, Korea and Japan. The Liushutun Wireless Station was in 1926 moved to Dairen, and the Shohokou station was made into a branch station.

There is a public telephone service at all commercial towns in the Kwantung Leased Territory and South Manchuria Railway Zone, and long-distance lines have been installed to connect Dairen, Changchun, Mukden and Antung. It has also been arranged to connect Japanese and Chinese telephones at Yingkow, Penhsihu (本溪湖), Kungchuling, Lishuhsien (梨樹縣), Fuhsien (復縣), Fanchiatun (范家屯) and Kaipinghsien (蓋平縣), while the Japanese telephones at Dairen, Port Arthur, Mukden and Antung connect with the Chinese telephones at Peking, Tientsin, Taonan, and Mukden. The telephone connection between Korea and Manchuria is also completed.

Air Transport.—Air transport between Japan and Manchuria was inaugurated in June, 1929 along the route from Tokyo to Dairen via Osaka, Fukuoka, Urusan, Keijo and Heijo. At first, only mails were carried, but in September, 1929, a passenger service was started.

Owing to the fact that a regular London-Paris-Berlin-Moscow air service has been extended as far as Irkutsk, the Japanese Post Office at Changchun is acting as a relay station for the Europe-Asia Air Mail.

A contract was signed by the Ministry of Communications of the National Government and the Lufthansa, dealing with air transport between Europe and China, but owing to Soviet objections the opening of the service was delayed until early in 1931, when they came, at last, to an agreement; and four German planes have recently been sent to Nanking, which is the starting point of the route. According to the contract the route passes over China from Nanking via Tientsin and Peiping to Manchouli, and from there to Moscow, and on to Berlin.

RAILWAYS OF

Railway	track	Lines	Opened to Traffic
South Manchuria Railway	1.43 m. (4 feet 8½ inches)	Dairen—Changchun Mukden—Antung other branches } 1,111.40 k.m.	April, 1907
Chinese Eastern Railway..	1.52 m. (5 feet)	Manchouli—Pogranichnaya Harbin—Kwanchengtze } 1,726,51 k.m.	July, 1903
Peining Railway	1.43 m.	Peiping—Shengyang Tahushan—Tungliao Koupangtze—Yingkow Chinchow—Peipiao } 1,296.77 k.m.	Peiping—Shengyang 1897 Koupangtze—Yingkow, 1899 Chinpei line, Dec. 1924 Tahushan-Tungliao, Nov. 1927
Ssutao Railway	,,	Ssupingkai—Taonan Chenchiatun—Tungliao } 426,0 k.m.	July, 1924
Kichang Railway	,,	Kirin—Changchun 127.78 k.m.	Oct. 1912
Taoang Railway	,,	Taonan—Anganghsi 224.2 k.m.	July, 1926
Kitun Railway	,,	Kirin—Tunghua 210.4 k.m.	Oct. 1928
Chinfu Railway	,,	Chinchou—Chengtzutung 102.21 k.m.	Oct. 1927
Shenghai Railway	,,	Shengyang—Chaoyangchen (Main line) Meihokou—Hsian (Branch line) } 325.7 k.m.	Main line Aug. 1928 Branch line Dec. 1927
Huhai Railway.....	,,	Hulan (Machiachuankou)—Hailun 221.13 k.m.	Dec. 1928
Kihai Railway	,,	Kirin—Hailun (Chaoyangchen) 183.4 k.m.	May, 1929
Tsiko Railway	,,	Tsitsihar (Anganghsi)—Koshanchen 252.5 k.m.	Anganghsi-Tsitsihar Dec. 1928 Tsitsihar-Koshanchen under construction
Muling Colliery Railway...	1.52 m.	Hsiaochengtze—Lishuchen about 60 k.m.	March, 1925
Haolikang Colliery Railway	,,	Lienhuakou—Hsingshanchen 67.55km	Nov. 1926
Hsichien Light Railway ...	2.76 m. (2 feet 6 inches	Penhsihu—Chienchang. Operating line: Penhsihu—Niuhsintai 23 k.m.	Feb. 1914
Kaifeng Light Railway ...	1 m.	Kaiyuan—Hsifeng 63.7 k.m.	May, 1926
Tientu Light Railway	0.76 m.	Tifang—Laotorkow (Main line) Chaoyangchuan-Chutzukai (Branch line) } 111 k.m.	Nov. 1924

MANCHURIA

Capital	Management
¥440,000,000	Japanese Management (The South Manchuria Railway Co.)
G. Rouble 5,0°0,000 (nominally)	Sino-Soviet Joint Management (The Chinese Eastern R. Co.)
Chinese Government $23,903,392 British Loan (1898) $11,730,000 Accumulated Surplus revenue $75,708,599 Total $111,341.991	Goverment Management (West of Shanghaikwan: The Railway Department of National Government) (East of Shanghaikwan: The North-Eastern Communication Commmittee)
Japanese loan.....¥37,000,000	Government Management (Ssuato Railway Bureau)
Japanese loan.....¥ 6,500,000 (by S.M.R.)	Government Management (Kichang Railway Bureau) Operated for Chinese by S.M.R.
Japanese loan.....¥12,920,000 (by S.M.R.)	Government Management (Taoang Railway Bureau, under direct control of Liaoning Provincial Government)
Japanese loan.....¥24,000,000 (by S.M.R.)	Government Management (Kitun Railway Bureau)
Public loan .....¥ 4,000,000 (Chinese and Japanese)	Sino-Japanese Management (Chinfu Railway Co. Operated by S.M.R.)
Government Investment..... Fengtien-Tayang Yuan 10,000,000 Public Investment ... 10,000,000 Total 20,000,000	Semi-Government Management (Liaoning Provincial Government and Shenghai Railway Co.)
Invested by Heilungkiang Provincial Government & Kuanghsin Co..... Fengtien-Tayang Yuan 5,000,000 Public Investment ... 5,000 000 Total 10,000,000	Government Management (Huhai Railway Bureau)
Chinese Capital but particulars are unknown	Semi-Government Management (Kirin Provincial Government and Kihai Railway Co.)
Government Investment..... Fengtien-Tayang Yuan 1,200,000 (Liaoning, Heilungkiang Provincial Governments and Peining Railway Co.)	Semi-Government Management (Heilungkiang Provincial Government and Tsiko Railway Co.)
Chinese & Russian investment ..... Harbin-Tayang Yuan 3,000,000	Operated by Muling Colliery Co.
Chinese investment Harbin-Tayang Yuan 450,000	Operated by Haolikang Colliery Co.
Invested by S.M.R....¥ 399,000 Invested by Penhsihu Colliery and Iron Works .....¥ 171.000 Total ¥ 570,000	Sino-Japanese Management
Fentienhsiaoyang Yuan 3,643,550	Semi-Government Management (Kaifeng Railway Co.)
¥ 3,300,000	Sino-Japanese Management (Kirin Provincial Government and the Light Railway Co.)

CHAPTER XIV.
DOMESTIC TRADE

1. THE TRADE OF THE CHINESE

General Outline.—Chinese shops are organized under diverse systems, but they are generally under either independent management or joint management and the latter system is the more widely prevalent. Their capital is generally from 3,000 to 5,000 Yuan; the Chinese merchants in Manchuria who possess comparatively large capital and carry on extensive business are mostly Shantung and Canton men, and some natives from Hopei and Shanhsi.

Under the joint management system, the capitalist is called Tsaitung (財東) or Tungchia (東家), and the business manager Changkueiti (掌櫃的). Managers are distinguished into several classes, and the first or highest Changkueiti is called Tsungpan (總辦). The number of employees varies according to the nature of trade, but the Chinese are proud of having a large staff.

Although a capitalist is called Tsaitung, or Tungchia, Kutung (股東), and Lingtung (領東) and other terms are also used according to the organization of the store. A Kutung means a shareholder of a joint stock company or a member of an unlimited or limited partnership organization. A Lingtung is one who conducts a business under his own name with a capital supplied by others. A Tungchia has absolute control of the entire affairs of a store, and even its opening or closing is decided by him, subject to his not interfering in the tasks entrusted to the Changkueiti. A Tsaitung entrusts the management to a Lingtung and only receives a share of the profit.

There are two kinds of investments, cash investment called Ku (股) or Chienku (錢股), and Shenku (身股), or the contribution of labour.

The settlement of account, called Suanchang (算賬), is carried out in terms of three years as a rule, and sometimes five years. Organizations with small capital settle their accounts between December 31 and January 6, by the lunar calendar, every year.

The method of dividing profits is decided by agreements or articles of association and each shop has a different system, but generally the Tsaitung takes six parts and the employees four parts.

These Chinese merchants mostly form trade associations, which are very firmly organized, and performing their functions properly, they contribute much towards fostering the interests of the members.

The Lienhao (聯號) is a systematically organized commercial institution, corresponding to the branch shop of England, or the chain store of America. It consists of more than two branches, engaged in the same or different business. Some have independent accounting systems, while others are adopting the profit-sharing principle. The capital required for conducting Lienhao stores is invested by one or several persons. The Lienhao stores now number more than 600 in Manchuria.

Trade Organs.—*Shanghui.* (商會).—Shanghui is an institution for protecting and fostering the interests of Chinese merchants, but its activities often extend to contracting to collect taxes for the Government. Men are stationed at each gate of the town and taxes are collected on goods carried into and out, and the contract amount is reported to the government authorities every month. Shanghui came into existence as economic relations with foreign powers became closer and more complicated towards the end of the Ching Dynasty, and were first organized at Shanghai in 1902. In Manchuria they were established at several important cities about 1904. The Government of China issued a law to control Shanghui in September 1914, and since then their organization has greatly improved and their number increased. According to the Eighth, Ninth and Tenth Agricultural and Commercial Statistical Report of the Republic of China, there are 66 Shanghui in Liaoning Province, 38 in Kirin Province, 29 in Heilungkiang Province, 16 in Jehol Province, 9 in Suiyuan Province, and 5 in Chahar Province.

The National Government adopted a new system regarding the organization of Shanghui, and issued in July 1929, laws to control these trade institutions. According to these new laws, those engaged in trade and industry may form Shanghui at special cities, districts (hsien 縣) and cities to conduct their business within their respective administrative districts. The establishment of a

Shanghui must be proposed by more than five trade and industrial associations (商工同業公會) in a district. In districts where no trade and industrial association is organized, government permission can be obtained upon the proposal of more than fifty shops or commercial corporations. The Shanghui established under this new system are legal bodies, aiming at the development of domestic and foreign trade and industry, and at mutual prosperity. In Liaoning Province, Shanghui established under the new regulations have been giving satisfactory service since May, 1929.

Shangwuhui (商務會).—For developing the trade and industries of the Chinese in the South Manchuria Railway Zone, and fostering their cooperation and mutual interests, the South Manchuria Railway Company adopted the regulations controlling Shangwuhui or Commercial Associations in the Railway Zone in 1913, and is encouraging the Chinese to form Shangwuhui. Shangwuhui established according to the above regulations are found at various places and are giving very satisfactory service and results. These Shangwuhui, however, are not legal bodies, and do not possess power of compulsion, in these two respects they differ from the Shanghui above mentioned and the Japanese Chambers of Commerce and Industry. Trade organizations of Chinese merchants within the Kwantung Leased Territory are called Kuihui (公議會).

2. TRADE OF THE JAPANESE

General Outline.—The Trade of the Japanese in Manchuria enjoyed an extraordinary development during the Great War, favoured by the general commercial boom. But with the close of the War, depression affected all branches of trade, and the tightness of the money market caused a general slump in economic conditions. Various firms and merchants were seriously hit and forced to readjust their affairs; but that period is now over and endeavours are being made to open up new fields of activity, but the imperfect currency system and the political unrest of many years have prevented development. Manchuria offers a field for Japanese with sufficient capital to conduct business on a large scale, for, generally speaking, small independent Japanese merchants are unable to compete with their Chinese rivals. The commercial investment made by individual Japanese in Manchuria, according

to the recent statistics compiled by the South Manchuria Railway Company, amounts to ¥56,189,256. The fields developed by individual Japanese merchants in the past are now being encroached upon by Chinese merchants, so that the future of Japanese merchants is rather gloomy. The number of Japanese companies in Manchuria and their investments are as follows:

	Kwantung Leased Territory		Railway Zone		Total	
	Number of Companies	Paid-up Capital or invested Amount	Number of Companies	Paid-up Capital or invested Amount	Number of Companies	Paid-up Capital or invested Amount
1925 ...	582	¥448,394,780	296	¥81,303,219	878	¥529,697,999
1926 ...	642	471,472,942	319	90,733,569	961	562,206,511
1927 ...	663	494,274,542	355	90,809,541	1,018	585,084,083
1928 ...	698	513,342,917	366	89,446,801	1,064	602,789,718
1929 ...	742	558,171,117	380	82,062,314	1,122	640,233,431

The following table shows the number of companies in various industries, and their paid up capital or invested amount, at the end of the year 1929.

	Kwantung Leased Territory		Railway Zone		Total	
	Number of Companies	Paid-up Capital or invested Amount	Number of Companies	Paid-up Capital or invested Amount	Number of Companies	Paid-up Capital or invested Amount
Agriculture	23	¥6,627,000	9	¥3,250,000	32	¥9,877,000
Marine Products	6	414,600	—	—	6	414,600
Mining	17	2,882,300	4	10,516,664	21	13,398,964
Manufacture ..	247	62,425,800	127	36,051,400	374	99,377,200
Commerce	377	76,712,597	229	30,241,250	606	106,953,847
Transport	72	409,108,820	11	1,103,000	83	410,211,820
Total	742	558,171,117	380	82,062,314	1,122	640,233,431

Trade Organs.—*Chamber of Commerce and Industry.*—Japanese Chambers of Commerce and Industry in Manchuria are established at the seven cities of Dairen, Mukden, Antung, Yingkow, Changchun, Harbin, and Tiehling. Also at Anshan, Liaoyang, Fushun, Kaiyuan, Penhsihu and other places in the Railway Zone, there are Business Associations (實業協會) or Business Societies (實業會) all of which function in a similar manner to the Chambers of Commerce and Industry.

Trade Associations.—As the Trade Association Regulations of Japan are not in force in Manchuria, there are no legally formed associations, but with the development of enterprise, those en-

gaged in the same branch of trade form an association for the advancement of their mutual interests, and the number of these associations is yearly increasing.

The principal associations formed by the Japanese in Manchuria include the South Manchuria Railway Consumers' Cooperative Society, Dairen Bean Mill Owners' Association, Manchuria Staple Produce Dealers' Association, Dairen Jinrikisha and Horse-cart Owners' Association, Kwantung Saké-Brewers' Association, Takushan Fishery Association, Chinchou Agricultural Association, Pulantien Stock-farmers' Association, Pulantien Sericulturists' Association, Shomyojikai Fishery Association, and Changchun Exchange Brokers' Association. In 1928 there were organized the Kwantung Urban Bankers' Association, Manchurian Import Association, Manchuria Marine Products Traders' Association, North Manchuria Millet Export Association, and Peanut Export Association. Of these associations, the Manchurian Import Association is the most active.

The Manchurian Import Association was formed in August, 1928, for the purpose of increasing the import of Japanese products into Manchuria, and also of fostering the development of Japanese merchants in Manchuria, and it obtained a loan of ¥5,000,000 from the South Manchuria Railway Company as a fund from which to make loans to members. There are in all 14 Import Associations in Manchuria, and the Federation of those Associations was established at Dairen in 1929.

At the end of the first term of 1929, the Associations held ¥1,456,000 as an investment reserve fund, and the total amount of loans made to members had reached ¥2,245,000. Besides lending to members for the import of merchandise, the Associations assist members in making purchases, arrange for consignment sales, and develop markets.

The condition of the Associations at the end of 1929 was as follows:

	Number of Association	Members				Annual Expenditure
		Chinese	Japanese	Others	Total	
Kwantung Territory	168	81,768	5,862	39	87669	¥737,565
Railway Zone	176	4,528	7,206	—	11,734	351,211
Total	344	86,296	13,068	39	99,403	1,088,776

Markets.—Markets are mostly established at important cities and towns of the Kwantung Leased Territory, and the Railway Zone. The principal markets are at Dairen, Port Arthur, Chinchou, Pulantien, and Pitzuwo in the Kwantung Leased Territory; Tashihchiao, Yingkow, Mukden, Antung, Fushun, Tiehling, Kaiyuan, and Changchun in the Railway Zone; and Antung in the Consular District. At the end of 1928, markets numbered 27, with 637 booths and a total annual sale of ¥12,087,000, and the number of booths and the volume of sales are yearly increasing. The market at Dairen is the best equipped and managed. Statistics regarding markets at the end of 1929 are as follows:

	Number of Markets	Number of Booth	Amount of Sale
Kwantung Territory	14	388	¥11,771,983
Railway Zone	12	257	1,714,664
Total	26	645	13,486,647

3. TRADE OF OTHER FOREIGNERS

Foreigners other than Japanese came to Manchuria after the opening of Yingkow in 1858 in accordance with the Tientsin Treaty, and their number has greatly increased with the recent economic development of Manchuria. At present, foreigners are found in large numbers everywhere in the Kwantung Leased Territory, along the South Manchuria Railway line, and in other important cities and towns. They are not all engaged in trade and industry, but from the total population of these foreigners in Manchuria, their commercial activity may to some extent be judged.

The following is a survey of foreign residents in Manchuria at the end of 1928:

	Kwantung Leased Territory	Newchwang	Liaoyang	Mukden	Antung	Chientao	Tiehling	Chengchiatun	Changchun	Kirin	Harbin	Tsitsihar	Manchouli	Chihfeng	Total
Great Britain ..	80	72	9	136	26	20	15	6	18	2	182	26	6	9	607
U.S.A.	35	2	—	77	3	—	—	—	4	3	72	19	6	—	221
France	29	12	3	63	6	—	6	—	16	3	177	—	17	—	332
Germany	61	5	—	185	—	8	—	—	—	3	183	7	—	—	452
Italy	—	3	—	9	—	—	—	—	—	—	72	—	—	—	84
U.S.S.R.	1,928	28	2	1,367	7	47	—	9	2,850	133	108,666	7,384	17,424	7	139,852
Portugal	2	—	—	2	—	—	—	—	—	—	2	—	—	—	6
Netherlands ...	4	—	—	1	—	—	—	—	—	—	—	—	—	10	15
Denmark	10	—	—	21	27	—	—	—	—	—	50	—	—	—	108
Sweden	1	4	—	1	—	—	—	—	1	—	—	—	2	—	9
Belgium	—	—	—	—	—	—	—	—	—	—	—	—	—	45	45
Austria	8	—	—	8	—	—	—	—	—	—	48	—	17	—	81
India	—	4	—	—	—	—	—	—	—	—	9	—	—	—	13
Poland	32	—	—	36	—	—	—	—	—	—	767	77	51	—	963
Czecho-slovakia .	13	—	—	—	—	—	—	—	12	—	81	—	—	—	106
Greece	28	—	—	19	—	—	—	—	—	—	—	—	12	—	59
Turkey	14	—	—	14	—	—	—	—	—	—	—	—	—	—	28
Others	15	5	—	15	—	—	—	—	1	—	152	124	—	—	312
TOTAL	2,260	135	14	1,954	69	75	21	15	2,902	144	110,461	7,637	17,535	71	143,293

The commercial activity of these foreigners is mainly centred in Dairen, Yingkow, Mukden and Harbin. These foreign merchants are mostly engaged in the sale of kerosene oil, in staple produce business, in the manufacture and sale of cigarette, as agents for insurance and steamship companies and as agents for machinery and other imported goods.

Chambers of Commerce have been organized by foreign merchants at the following places:

Great Britain	at Dairen, Yingkow, Harbin
U.S.A.	Harbin
Germany	Harbin
France	Harbin

4. JOINT ENTERPRISES

Sino-Japanese Joint Enterprises.—The first Sino-Japanese joint enterprise in Manchuria was begun in 1905 with the establishment of the Penhsihu Colliery and Iron Works (本溪湖煤鐵有限公司), by the joint investment of Okura & Company of Japan and Chinese capitalists, and since then considerable number of enterprises have followed their example, but at present, many of them do not pay. The cause of this may be found in the insufficient coordination and inefficiency in the practical management, while the general depression and the recent Chinese national movement are also factors in the situation.

Sino-Japanese joint enterprises established with a capital of more than ¥1,000,000 are as follows:

Classification	Name	At	Capital
Mining	Penhsihu Colliery and Iron Works.	Penhsihu	7,000,000
	Kungchangling Iron Mining Co.	Kungchangling and 3 other mines	1,000,000
	Chinhsi Colliery and Iron Mining Co.	Tayaokou, Lungipa ...	3,000,000
Timber	Fengtsai Timber Co.	Changchun	5,000,000
	Hsinglin Paper Co.	Kirin	5,000,000
	Huasen Timber Co.	Kirin	2,000,000
	Funing Timber Co.	Kirin	1,000,000
	Huangchuan Timber Co.	Kirin	4,000,000
	Chungtung Hailin Co.	Harbin	3,000,000

	Manchuria-Korea Mine-posts Company	Antung	3,000,000
	Yalu Timber Co.	Antung (Peiyang silver)	3,000,000
	Yalu Sawmill Co.	Antung	1,000,000
	Chamien Timber Co.	Harbin	6,000,000
Banking	Chenglung Bank	Dairen	12,000,000
	Manchuria Bank	Dairen	10,000,000
	Tunghua Bank	Wafangtien	3,000,000
	Chenhsing Bank	Yingkow	1,175,000
	South Manchuria Bank	Anshan	1,500,000
	Hsiehcheng Bank	Antung	1,000,000
	Harbin Bank	Harbin	2,000,000
	Kaiyuang Bank	Kaiyuang	1,000,000
Exchanges and Exchange Trust Companies	Harbin Exchange	Harbin	10,000,000
	Dairen Currency Exchange Trust Co.	Dairen	3,000,000
	Dairen Exchange Trust Co.	Dairen	15,000,000
	Dairen Stock and Merchandise Exchange	Dairen	10,000,000
	Mukden Exchange Trust Co.	Mukden	3,200,000
	Kaiyuang Exchange Trust Co.	Kaiyuang	2,000,000
	Changchun Exchange Trust Co.	Changchung	1,000,000
Others	Jihhua Security Trust Co.	Dairen	5,000,000
	Eastern Asia Civil Engineering Co.	Dairen	5,000,000
	Jihhua Bean Oil Mill Company	Dairen	1,000,000
	South Manchuria Building Co.	Dairen	1,000,000
	Dairen Merchandise Trust Co.	Dairen	1,000,000
	Dairen Fire and Marine Insurance Co.	Dairen	2,000,000
	Jihhua Industrial Co.	Dairen	1,000,000
	Jihhua Staple Produce Co.	Dairen	2,000,000
	South Manchuria Warehouse and Building Co.	Dairen	5,000,000
	Shuangho Foodstuff Co.	Dairen	1,000,000
	Hungtsi Security Co.	Dairen	3,000,000
	Manchurian Enterprise Co.	Dairen	1,000,000
	Second Manchuria Fertilizer Co.	Dairen	1,500,000
	Liaoyang Ice-Making Co.	Dairen	1,000,000

Manchuria Transport Co.	Dairen	10,000,000
Dairen Shoyu Manufacturing Co.	Dairen	2,000,000
Chunhua Flour Milling Co.	Dairen	5,000,000
Dairen Transport Co.	Dairen	1,000,000
Huatung Trust Company.	Dairen	1,500,000
Manchurian Produce Co.	Yingkow	1,000,000
Yingkow Water Works and Electric Company.	Yingkow	2,000,000
Manchuria-Mongolia Woollen Manufacturing Co.	Mukden	3,000,000
Tungsheng Industries Co.	Mukden	3,000,000
South Manchuria Sugar Co.	Mukden	10,000,000
Asia Flour Milling Co.	Kaiyuan	3,000,000
Manchuria Flour Milling Co.	Tiehling	5,750,000
Hsingfa Company.	Chiechiatien	4,000,000
Sino-Japanese Sankuo Railway Co.	Kirin	2,000,000
Harbin Race Course.	Harbin	1,000,000
North Manchuria Electric Co.	Harbin	1,200,000
Harbin Building Co.	Harbin	2,000,000
North Manchuria Industrial Co.	Harbin	2,000,000

Other Joint Enterprises.—Besides these Sino-Japanese enterprises we find some other forms of joint enterprises. Russo-Japanese joint enterprise, for instance, is one and Sino-American is another, while there are some Anglo-Chinese joint enterprises and some Russo-Chinese. Those enterprises in which Russia is taking part are more or less concentrated around Harbin, on the other hand, Anglo-Chinese joint enterprises are developing in the Yingkow-Mukden district. Joint enterprises seem to be getting most attention from British & American business circles and future development on such lines might be a matter of some interest.

The following are joint enterprises of some importance other than the Sino-Japanese enterprises mentioned above:

Russo-Japanese Joint Enterprises

North Manchuria Electric Co.
Fukuda Gumi Co.

North Manchuria Transport Co.
East Siberia Steamship Co.

Sino-American Joint Enterprises

Anglo-American Tobacco Co.
Associated Tobacco Co.
Lida Co.

Anglo-Chinese Joint Enterprises

Anglo-American Tobacco Co.
Associated Tobacco Co.
Angliski Poultry Co.
International Enterprises Co.

5. EXCHANGE

Japanese Exchanges.—Buying and selling of staple produce in Manchuria used to be formerly transacted at meetings arranged according to the convenience of the parties concerned, and, consequently, different market prices were quoted. Thus, consumers had nothing to depend upon, and there was no means of preventing any breach of promise or contract. This caused disputes and quarrels between Japanese and Chinese merchants, and inconvenience to all the parties concerned.

In view of this situation, the Kwantung Government-General after investigation, established the Dairen Exchange, in order to promote the industrial and economic development of Manchuria and stabilize market quotations, and it was opened to business in September, 1913. Later, exchanges were opened at Kaiyuan and Changchun in 1916, at Kungchuling in 1919, and at Mukden in 1920. Exchanges were also opened at Liaoyang, Tiehling, Yingkow and Antung, but these, except the one at Antung, were closed in October, 1924, as they were seriously affected by the economic depression which followed the close of the Great War.

At first Chinese merchants and dealers did not make use of these facilities, preferring to stick to their old methods of transaction, but as they came to realized the safety and convenience of these Japanese exchanges, they were gradually won over to their use.

There are government exchanges and private exchanges. Government exchanges exist at Dairen, Kaiyuan, Changchun, Kungchuling and Mukden, the two privately organized exchanges are at Dairen and Antung.

Government Exchanges.—The Governor of the Kwantung Leased Territory supervises the government exchanges, established for dealing in beans, bean cake, bean oil, kaoliang, gold yen notes, and Yokohama Specie Bank (Y.S.B.) silver notes. Besides the Director, Manager and other officials to manage the actual business of the exchange, councillors are appointed to safeguard the interests of dealers. These exchanges being government-managed, it is difficult to secure term transactions. A surety company is attached to each exchange to provide security for transactions and supervise the settlement. At the end of 1929, the government exchange and trust companies showed the following results:

GOVERNMENT EXCHANGES

Exchange	Business Security	Brokers	
		Number	Security
Dairen Exchange	¥ 750,000	156	¥ 624,000
Mukden Exchange	70,000	45	112,500
Kaiyuan Exchange	150,000	49	145,000
Ssupingkai Exchange	75,000	31	88,000
Kungchuling Exchange	75,000	33	95,000
Changchun Exchange	75,000	45	116,000
Total (6 exchanges)	1,195,000	359	1,180,500
End of 1928 (6 exchanges)	1,195,000	398	1,230,000
„ „ 1927 (6 „)	1,195,000	406	1,250,000
„ „ 1926 (6 „)	1,195,000	402	1,214,000
„ „ 1925 (6 „)	1,195,000	298	1,071,400

TRUST COMPANIES

Name	Paid-up capital	Reserve fund	Annual total income	Annual total expenditure
Dairen Exchange Trust Co.				
Dairen Exchange Currency Trust Co.	¥7,250,000	¥683,597	¥1,241,157	¥478,728
Mukden Exchange Trust Co. ...	500,000	213,482	306,451	62,157
Kaiyuan Exchange Trust Co. ..	875,000	817,000	540,145	162,053
Ssupingkai Exchange Trust Co. .	125,000	67,150	77,864	43,498
Kungchuling Exchange Trust Co.	375,000	198,627	135,758	61,333
Changchun Exchange Trust Co.	250,000	289,100	157,209	61,303
Total	9,375,000	2,268,956	2,458,584	869,072

End of 1928	9,375,000	1,755,915	2,384,681	888,687
„ „ 1927	9,875,000	1,697,977	2,505,579	796,825
„ „ 1926	9,875,000	1,675,364	2,844,096	1,661,417
„ „ 1925	9,750,000	1,407,404	2,156,928	1,378,583

Methods of transaction differ slightly according to local conditions, but those used at the Dairen Exchange are mainly as follows:

METHOD OF DEALING

Time transactions—auction or mutual bargaining.
Spot transactions—mutual bargaining.

COMMODITIES LISTED

Spot transactions: beans, bean cakes, bean oil, gaoliang, wheat, currencies.
Time transactions: by auction:—beans, bean cake, kaoliang, wheat, currencies, rouble notes.
by bargaining:—bean oil.

STANDARD QUALITY.—The standard quality of each commodity and the grading are announced by the Director of the Exchange once every year. The first quality of Mixed Storage Beans is the standard for beans, and that of bean cakes is the quality of cakes stored at the Dairen Mixed Storage of the South Manchuria Railway. The samples or the quality are agreed upon the parties, and then a bargain is struck.

QUOTATION STANDARD.—The price of staple produce is quoted in both gold and silver standards. Although the gold is the general standard the authorities found it difficult to use it in quoting prices, and for a time the silver standard was used. At present both are in use.

UNIT FOR DEALS AND QUOTATIONS

Spot transactions:—

by prevailing usage

Time transactions:—

	Unit for Deals	Quotation Unit
Beans	One load (29,400 kilograms) S.M.R. Mixed Storage Beans	Price of 60 kilograms
Bean Cake	1,000 pieces (27,600 kilograms) S.M.R. Mixed Storage cakes	Price of one piece
Kaoliang	One load (29,400 kilograms)	Price of 60 kilograms
Wheat	One load (29,400 kilograms)	Price of 60 kilograms
Maize	One load (29,400 kilograms)	Price of 60 kilograms

Bean oil	500 cases (17,010 kilograms)	Price of 60 kilograms
Y.S.B.		
Silver notes	¥5,000	Price of ¥100
Rouble notes	5,000 roubles	Price of 100 roubles

CONTRACT PERIOD

Spot Transactions:

Produce:—within 10 days.

According to the wish of the parties concerned, and with the sanction of the Director, the period may be extended up to thirty days from the date of contract.

Currencies:—by prevailing usage.

Time Transactions:

Produce:—within 4 months.

When deemed necessary by the Director the period may be extended up to 6 months.

Currency:—within 4 months.

SETTLEMENT DAY

Time Transactions:

Produce:—Beans, kaoliang, bean cakes, at the end of each month: bean oil, on the 14th and at the end of each month.

Currencies:—13th and 27th of each month.

Listed commodities, and units for deals and quotations according to the exchange regulations of the Kwantung Government are as follows:

STAPLE PRODUCE DEALS

Commodity	Transaction Unit	Quotation Unit	Quotation Standard
Exchange at Dairen:			
Beans	1 load (S.M.R.) Mixed Storage Beans: (29,400 kilograms)	Price of 60 kilograms, including packing cost	Gold and silver
Kaoliang	1 load (29,400 kilograms)	Price of 60 kilograms	„ „
Bean Cake	1,000 pieces (27,600 kilograms)	Price of 1 piece	„ „
Bean Oil	500 cases (17,010 kilograms)	Price of 60 kilograms	„ „

Wheat	1 load (29,400 kilograms)	„ „	„ „
Maize	1 load (29,400 kilograms)	„ „	„ „
Kaiyuan:			
Beans	1 load (29,481 kilograms)	Price of 18.6 kilograms	Hsioyangpiao,
Kaoliang	„ „	„ „	„
Wheat	„ „	„ „	„
Bean Cake	1,000 pieces (30,360 kilograms)	Price of 1 piece	„
Changchun:			
Beans	1 load (29,610 kilograms)	Price of 213 kilograms	Y.S.B. Silver notes
Kaoliang	„ „	„ „	„ „
Wheat	„ „	„ „	„ „
Bean Cake	1,000 pieces (27,900 kilograms)	Price of 1 piece	„ „
Kungchuling:			
Beans	1 load (29,412 kilograms)	Price of 22.8 kilograms	Tayangchien, Hsioyangpiao, or gold notes
Kaoliang	Hulled Kaoliang (29,568 kilograms)	Price of 23.1 kilograms	„ „
	1 load		
	Unhulled Kaoliang 1 load (29,565 kilograms)	Price of 22.5 kilograms	„ „
Hemp Seed	1 load (29,412 kilograms)	Price of 22.8 kilograms	„ „
Millet	1 load (29,506 kilograms)	Price of 25.8 kilograms	„ „
Bean cake	1,000 pieces (27,600 kilograms)	Price of 1 piece	„ „
Bean Oil	100 cases (3,390 kilograms)	Price of 60 kilograms	„ „
Ssupingkai:			
Beans	1 load (29,412 kilograms)	Price of 22.8 kilograms	„ „
Kaoliang	„ „	„ „	„ „
Hemp Seed	„ „	„ „	„ „
Millet	1 load (29,670 kilograms)	Price of 25.8 kilograms	„ „
Bean Cake	1,100 pieces (30,690 kilograms)	Price of 1 piece	„ „

Bean Oil	100 cases (3,390 kilograms)	Price of 60 kilograms	„ „
Mukden:			
Beans	1 load (26,880 kilograms)	„ „	Hsioyangpiao, or gold notes
Kaoliang	„ „	„ „	„ „
Millet	„ „	„ „	„ „
Wheat	„ „	„ „	„ „
Other Cereals	„ „		„ „
Bean Cake	1,000 pieces (27,600 kilograms)	Price of 1 piece	„ „
Bean Oil	100 cases (3,390 kilograms)	Price of 60 kilograms	„ „

CURRENCY DEALS

Exchange at	Commodity	Transaction Unit	Quotation Unit	Quotation Standard
Dairen	Y.S.B. Silver Notes	5,000 yen	Price of 100 yen	Gold notes
	Rouble Notes	5,000 roubles	Price of 100 roubles	Y. S. B. silver notes
Kaiyuan	Gold Notes	1,000 yen	Prize of 100 yen	Hsioyangpiao
	Y.S.B. Silver Notes	1,000 yen	„ „ „	Hsioyangpiao, or gold notes
	Rouble Notes	1,000 roubles	Price of 100 roubles	Hsioyangpiao
Changchun ...	Gold Notes	1,000 yen	Price of 100 yen	Y. S. B. silver notes
	Gold Notes	1,000 yen	Price of 100 yen	Kuantieh
	Y.S.B. Silver Notes	1,000 yen	„ „ „	„
Kungchuling..	Gold Notes	1,000 yen	Price of 100 yen	Hsioyangpiao
	Y.S.B. Silver Notes	1,000 yen	„ „ „	Hsioyangpiao, or gold notes
	Hsioyanpiao	1,000 yuan	Price of 100 yuan	Gold notes
	Rouble Notes	1,000 roubles	Price of 100 roubles	Hsioyang
	Kuantieh	1,000 tieh	Price of 100 tieh	„
Ssupingkai ...	Gold Notes	1,000 yen	Price of 100 yen	Hsioyangpiao
	Y.S.B. Silver Notes	1,000 yen	„ „ „	Hsioyangpiao, or gold notes
	Hsioyanpiao	1,000 yuan	Price of 100 yuan	Gold notes
	Kuantieh	1,000 tieh	Price of 100 tieh	Hsioyangpiao
	Rouble Notes	1,000 roubles	Price of 100 roubles	„
Mukden	Gold Notes	1,000 yen	Price of 100 yen	Hsioyangpiao
	Y.S.B. Silver Notes	1,000 yen	„ „ „	Hsioyangpiao, or gold notes
	Hsioyanpiao	1,000 yuan	Price of 100 yuan	Gold notes
	Rouble Notes	1,000 roubles	Price of 100 roubles	Hsioyangpiao

Private Exchanges.—There are two privately organized exchanges in Manchuria, one at Dairen and the other at Antung. The Dairen Stock and Merchandise Exchange, a joint stock organization, was established in 1913 in accordance with the Exchange Regulations of the Kwantung Government-General. The Antung Stock and Merchandise Exchange is also a joint stock organization, and deals in securities, merchandise, and Yokohama Specie Bank silver notes.

At the end of 1929, these two private exchanges showed the following financial returns:

	Dairen Stock and Merchandise Exchange	Antung Stock and Merchandise Exchange	Total (2 exchanges)	At the end of 1928 (2 exchanges)	At the end of 1927 (2 exchanges)	At the end of 1926 (2 exchanges)	At the end of 1925 (2 exchanges)
Members:							
Stock-holder..	1,595	284	1,879	1,712	1,945	1,778	1,668
Brokers.....	50	21	71	88	79	55	46
Capital:	(Yen)	(Yen)	(Yen)	(Yen)	(Yen)	(Yen)	(Yen)
Registered	10,000,000	2,500,000	12,500,000	12,500,000	12,500,000	12,500,000	12,500,000
Paid-up'.....	2,500,000	625,000	3,125,000	3,125,000	3,125,000	3,125,000	3,125,000
Reserve Fund...	440,409	50,650	491,059	491,459	463,109	446,009	435,009
Brokers' Security	250,000	77,455	327,455	438,484	680,165	449,643	368,878
Annual Income	158,385	48,355	206,740	279,152	875,515	227,761	184,835
Annual Expenditure	295,298	34,406	329,704	175,729	365,674	132,730	2,155,947
Profit	−163,913	13,949	−122,964	103,423	512,839	95,031	−1,971,112
Dividend	74,000	12,500	86,500	173,000	164,000	105,000	9,500

The methods for spot and time transactions at the Dairen Stock and Merchandise Exchange are mutual bargaining and the tender system. Spot deals are settled on the agreed date within 3 to 150 days (shares, local bonds, national bonds, and other securities within one month). Fixed time deals are made by auction and settled within 3 months (shares, local and national bonds, and other securities within 2 months).

At the Antung Stock and Merchandise Exchange, the contract term for merchandise is within 3 months, and that for Yokohama Specie Bank silver notes within 2 months. Bonds and securities are settled within 1 month.

Listed commodities, units for transaction and quotation, and quotation standards at these two exchanges are as follows:

DAIREN STOCK AND MERCHANDISE EXCHANGE

Listed Commodities: Bonds and securities, gunny bags, cotton yarns, cotton goods, wheat flour, sugar.

Transaction and Quotation Units:

	Transaction Unit	Quotation Unit
Stocks	10 shares	One share
National bonds	¥1,000 face value	¥100 face value or smallest denomination
Local bonds and Debentures	„ „	„ „
Gunny bags	5 bales (2,000 pieces)	One piece
Cotton yarns	5 bales (900 kilograms)	One bale
Cotton goods	5 bales	One piece
Wheat flour	100 bags (4,900 lbs.)	One bag
Sugar	60 kilograms	60 kilograms

ANTUNG STOCK AND MERCHANDISE EXCHANGE

Listed Commodities: Tusser silk yarns, beans, bean cakes, millet, silver notes, chenping silver, stocks, etc.

Transaction and Quotation Units:

	Transaction Unit	Quotation Standard	Quotation Unit
Tusser silk yearn ...	1 bale (60 kilograms)	Chenping silver	60 kilograms
Tusser silk cocoon ..	1,000 pieces	Hsioyangchien	1,000 pieces
Beans	100 koku	Chenping silver	100 koku
Bean Cake	1,000 pieces	„ „	1,000 pieces
Millet	1 carload (30,000 kilograms)	Gold yen	60 kilograms
Chenping silver	1,000 taels	„ „	One tael
Silver notes	1,000 yuan	„ „	One yuan
Gold notes	1,000 yen	Hsioyangchien	One yen
Stocks	10 shares	Gold yen	One share
Bonds and debentures	1,000 yen	„ „	¥100 face value or smallest denomination

Chinese Exchanges.—Since the establishment of Japanese exchanges in Manchuria, the Chinese have gradually come to appreciate the convenience of the system. The Shangwuhui (商務會) of Mukden organized the Chiaoi-paocheng-so (交易保證所), or Exchange, in 1920, and as it proved very successful, similar exchanges have been established at several other places.

To mention a few of these, at the Mukden station of the Shenhai (瀋海) Railway, there is the Fengtien Liangtan Chiaoi-so (奉天糧石交易所), dealing in beans, kaoliang etc. The Chiaoi-paocheng-so in the walled city of Mukden which handled currencies was closed in 1926. At Chengchiatun there is the Liaoyuan (遼源) Exchange handling various currencies, foodstuffs, and secu-

rities, in both spot and time deals. The Exchange established within the Shangwuhui at Fanchiatun (范家屯) did business in beans and kaoliang, but because no deals were made at the exchange, it was closed down in 1928. The Currency Exchange Market (貨幣交易市場) in the walled city of Changchun handles spot deal currencies. The Kirin Foodstuff Market and the Kirin Province Currency and Security Exchange Market handles staple produce and currencies in spot deals. At Harbin are the Pinkiang Security and Food Stuff Exchange and the Fuchiatien (傅家甸) Currency Exchange.

6. WAREHOUSING

Japanese Warehousing Enterprises.—The warehousing business was introduced into Manchuria with the opening of the Dairen Kigyo Warehouses at Dairen in 1909. The South Manchuria Railway Company started a warehousing enterprise in 1911, and since then various firms and individuals have followed.

The South Manchuria Railway Company's warehouses are established at the Dairen Wharf, and at more than 30 important points along the railway lines. These are handling the bulk of stored goods in Manchuria, other warehouses operating only for cereals and other daily necessaries or merchandise for small merchants in their respective localities.

The South Manchuria Railway warehouses have been using since April, 1924, besides the ordinary storing system, a special system called Mixed Storage. Gradually this system was extended to beans, bean cake, bean oil and wheat, bringing about a revolutionary improvement not only in the Company's transport and warehousing management, but also in the staple produce market in Manchuria. When a Mixed Storage lot is accepted for warehousing, it is examined and stored, mixed with other lots, the only separation being according to the kind, quality, and year of production. It is thus mixed in storage with the same goods of other producers or shippers, and in taking delivery of the lot. Beans, bean cake, bean oil and wheat are now handled under this Mixed Storage system. Beans are accepted for storage under the same conditions at all receiving stations on the South Manchuria, Kirin-Changchun and Chinese Eastern Railways. Bean cakes are classified

Storage of Soya Beans, Kaiyuan.

into three kinds, the Dairen cake, Yingkow cake, and Interior cake, according to the place of production. To promote this mixed storage, a special subsidy of 15 yen per truckload is given to those mixed storage beans of the S.M.R. Co. which are brought by the railway and delivered at Dairen Wharf, Hsikangtzu, Yingkow, Fulantien or Antung.

The business returns of the South Manchuria Railway warehouses since their opening have been as follows:

	Received for storage (Metric tons)	Total (Metric tons)	Average quantity stored per day (Metric tons)	Warehouse Revenue: Dairen wharf (Yen)	Warehouse Revenue: Others (Yen)	Warehouse Revenue: Total (Yen)
1911	652,074	13,895,284	75,931	157,878	22,645	180,523
1915	1,781,004	51,396,892	140,429	370,924	247,776	658,700
1920	4,308,337	164,840,666	451,619	2,548,062	330,933	2,878,995
1925	4,752,268	89,714,822	245,794	1,325,142	108,734	1,433,876
1926	4,875,887	119,840,555	328,330	1,522,096	334,864	1,856,960
1927	4,786,630	113,124,168	309,082	1,556,103	284,848	1,890,967
1928	4,924,666	109,909,608	301,122	1,548,896	185,142	1,734,038

1. The year begins in these calculations on April 1 and ends on March 31.
2. Warehouses were opened on September 1, 1911, and the figure for 1911 covers the amount from that date to the end of March next.

QUANTITY RECEIVED AND DELIVERED AT SOUTH MANCHURIA RAILWAY WAREHOUSES

	Brought forward (Met. tons)	Received (Met. tons)	Total (Met. tons)	Delivered (Met. tons)	Balance (Met. tons)
Mixed Storage bean	204,931	1,390,327	1,595,258	1,366,284	228,974
Mixed Storage Bean cake	26,466	674,204	700,670	680,012	20,658
Mixed Storage Bean oil ..	464	14,820	15,284	13,128	2,156
Separate Storage	285,591	2,845,316	3,130,907	2,888,093	242,814
Total for 1928	517,452	4,924,667	5,442,119	4,947,517	494,602
Total for 1927	555,536	5,240,231	5,342,167	4,824,715	517,452

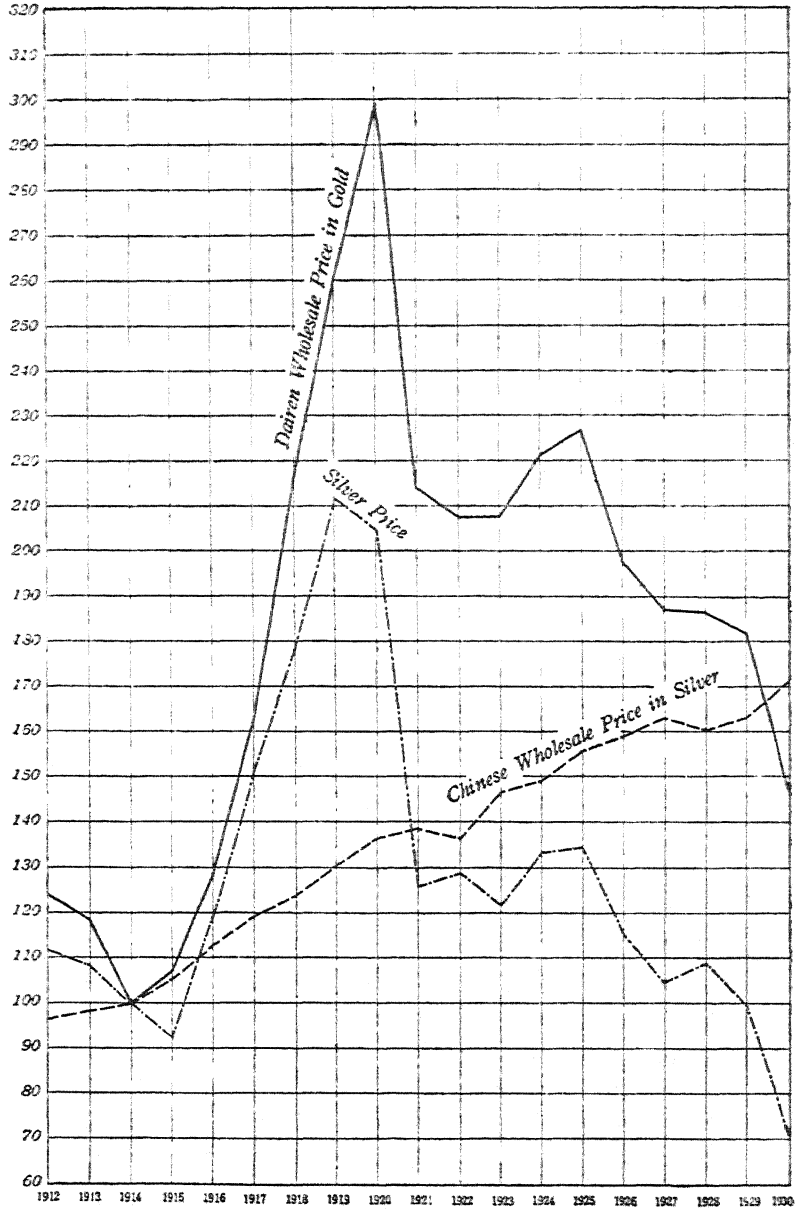
Chinese Warehousing Enterprises.—As stated above, the warehousing business in Manchuria is almost entirely in the hands of the South Manchuria Railway warehouses. The Chinese used to have their Liangchan (糧棧) which stored goods belonging to merchants in local districts, but the system was very primitive, and cannot compete with the Japanese warehouses in storing equipment and facilities, nor in storage rates.

7. COMMODITY PRICES

The fluctuation of prices of Japanese products and also of goods imported from Japan is controlled by prices in Japan, but the prices of native products are influenced by the fluctuations of silver. Wholesale prices at Dairen reached the highest point in 1920, and then a gradual decline set in; in 1924 and 1925 a reactionary advance appeared, but during the following three years, a steady fall was recorded. Taking the average for the 36 months 1921—1922 as 100, the index numbers for the wholesale prices of the principal commodities at Dairen were as follows:

		Cereals	Seasonings & Fancy provisions	Meat	Clothing	Building material	Fuel	Misc.	Average
1925	June	161.6	93.1	109.6	105.0	90.7	89.7	114.3	108.4
	December	123.9	92.3	123.9	101.3	89.4	84.9	103.8	101.0
	Average of the Year	146.6	96.0	117.5	108.4	91.1	87.9	112.5	107.5
1926	June	112.3	89.7	111.7	86.5	83.8	82.7	99.1	93.3
	December	107.7	90.3	118.3	71.4	81.0	81.0	92.5	88.7
	Average of the Year	114.8	90.6	115.8	85.4	84.1	82.5	97.9	93.7
1927	June	113.9	88.6	112.5	75.0	80.5	81.7	92.5	89.5
	December	104.7	90.2	113.2	76.4	78.6	75.3	91.6	87.6
	Average of the Year	108.2	89.5	117.0	74.9	80.0	77.9	90.9	88.5
1928	June	109.9	88.4	106.1	76.8	79.8	71.4	90.0	87.4
	December	116.3	86.5	119.4	77.8	80.5	70.3	90.3	89.2
	Average of the Year	111.5	88.2	111.3	77.1	79.8	72.4	90.8	88.2
1929	June	111.0	85.1	104.6	75.3	81.6	72.3	89.1	87.1
	December	94.0	82.9	111.3	66.5	70.0	68.0	83.2	79.3
	Average of the Year	108.7	85.0	109.9	74.0	78.8	71.2	88.3	86.0

Wholesale Price Index in Gold and Silver



In the following table the index numbers for wholesale prices at Dairen are compared with those of China proper and of various other cities. The basic index of 100 for the first two years was taken from the average price for the year 1914. For the years following 1914, however, the wholesale price in July, 1914 was taken as the basis.

The wholesale price index of China here given is the geometrical mean of that of Kwantung, Shanghai and North China.

As the Chinese index is based on the silver basis, the index figure for the silver quotation is added in the next column. The silver rate index shows the geometrical mean of the three markets, London, New York and Dairen.

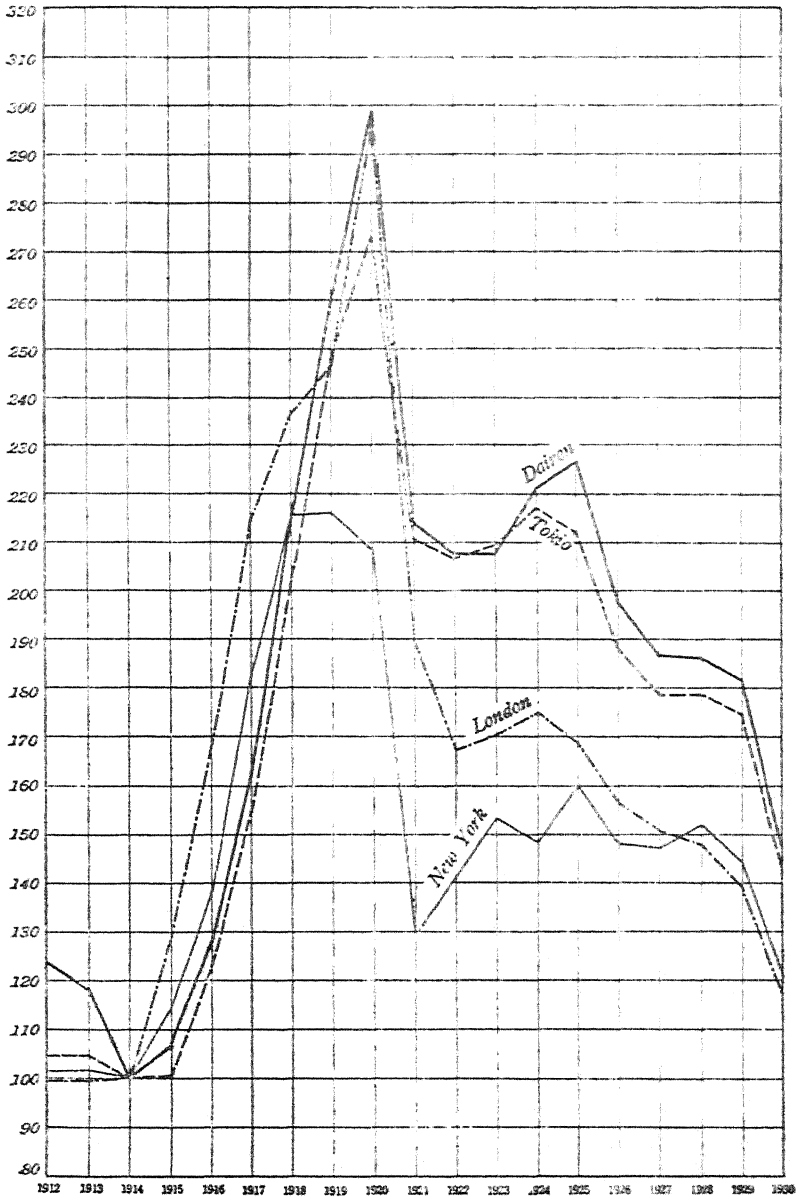
WHOLESALE PRICE INDEX NUMBER IN DAIREN AND IN VARIOUS CITIES

	Dairen (Research Office S.M.R.)	Tokyo (Bank of Japan)	London (Economist)	New York (Bradstreets)	China (On silver basis)	Silver Quotation
1912	123.6	104.6	* 99.6	** 101.5	96.5	111.4
1913	118.5	104.8	* 99.7	** 101.9	98.4	108.3
1914	100.0	100.0	100.0	100.0	100.0	100.0
1915	106.9	101.6	129.2	114.8	105.3	92.6
1916	128.3	122.9	168.3	138.5	112.6	119.8
1917	162.2	154.7	214.4	183.6	119.2	151.0
1918	216.4	202.6	236.0	215.4	123.9	178.6
1919	260.2	248.1	246.8	216.1	130.3	211.6
1920	299.0	272.8	297.4	208.6	136.4	204.9
1921	214.3	210.8	190.1	129.3	138.6	125.6
1922	207.8	206.8	167.3	141.4	136.7	128.8
1923	207.8	209.5	170.2	153.5	146.5	121.8
1924	221.2	217.3	174.7	148.4	149.0	133.0
1925	226.7	212.2	169.1	160.2	155.8	134.2
1926	197.7	188.2	157.0	148.4	158.8	115.3
1927	187.0	178.6	151.0	147.5	162.7	104.7
1928	186.4	178.9	148.2	152.0	160.1	108.8
1929	181.8	174.8	139.6	144.3	162.8	99.4
1930	147.2	143.9	117.6	121.3	171.1	70.0

* Quoted from the "Statist"

** The index number of the Bureau of Labour Statistics

Wholesale Price Index Chart of Manchuria and in Other Countries



CHAPTER XV.
FOREIGN TRADE

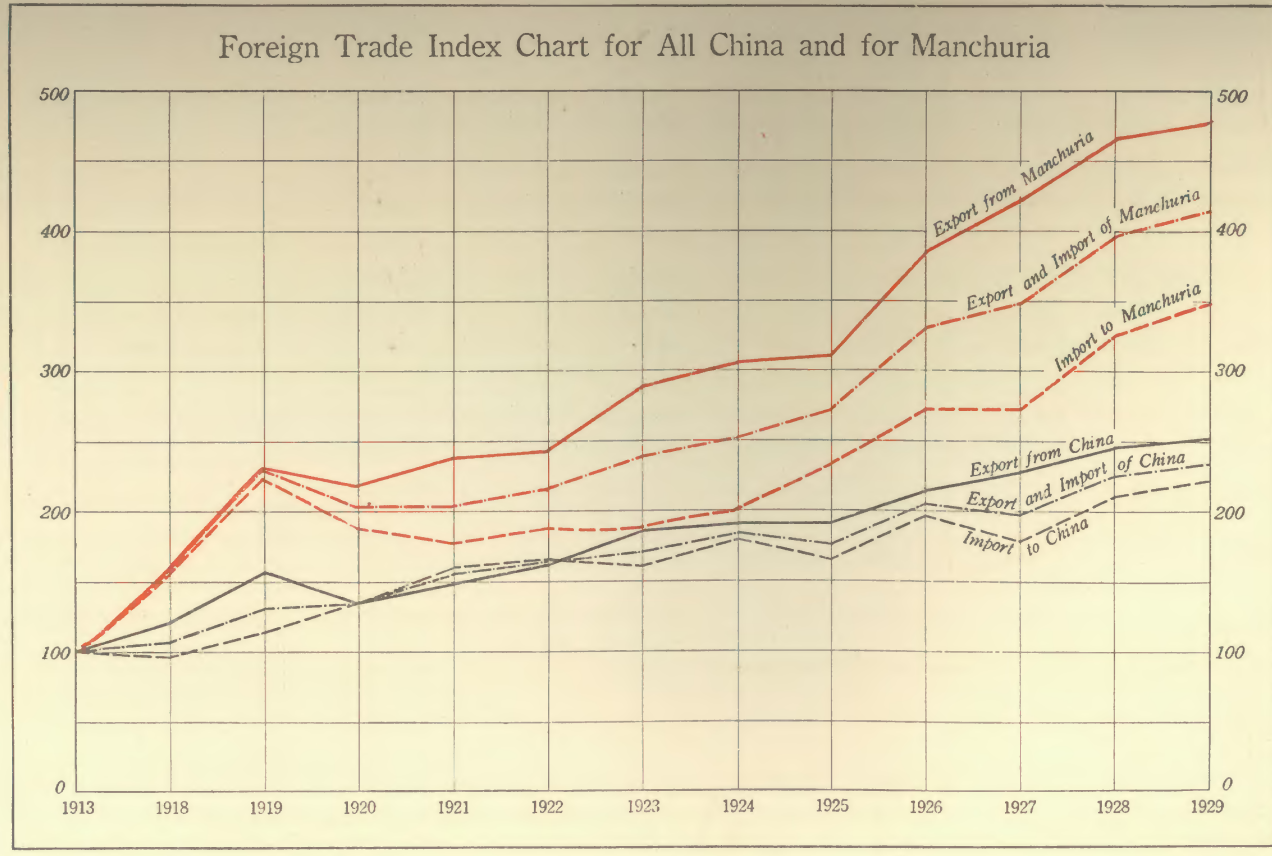
General.—The history of foreign trade in Manchuria began with the opening of the port of Newchwang or Yingkow in 1860 according to the Anglo-Chinese treaties of 1858. The development of Dairen, however, as a free port, by the efforts of the Russians at the beginning of this century, affected the traditional supremacy of Newchwang, and especially after Japan took over the lease of the Liaotung Peninsula, Dairen became the centre of the Manchurian foreign trade. On the other hand, the reconstruction of Antung-Mukden line and the construction of the Yalu Bridge made Antung another centre of foreign trade in South Manchuria, while in North Manchuria Harbin, a city first founded by the Russians, is the most important.

The following is a list of the trade ports of Manchuria with the dates of their opening.

Newchwang	Liaoning Province	May, 1864
Antung	„	March, 1907
Dairen	„	July, 1907
Tatungkou	„	October, 1907
Manchouli	Heilungkiang Province	February, 1907
Aigun	„	July, 1909
Sanhsing	Kirin Province	„
Harbin	„	„
Suifenho	„	February, 1908
Hunchun	„	January, 1910
Lungchingtsun	„	„

The following table shows the development of the trade of these ports since 1915. (Unit: HK. Tael)

Foreign Trade Index Chart for All China and for Manchuria

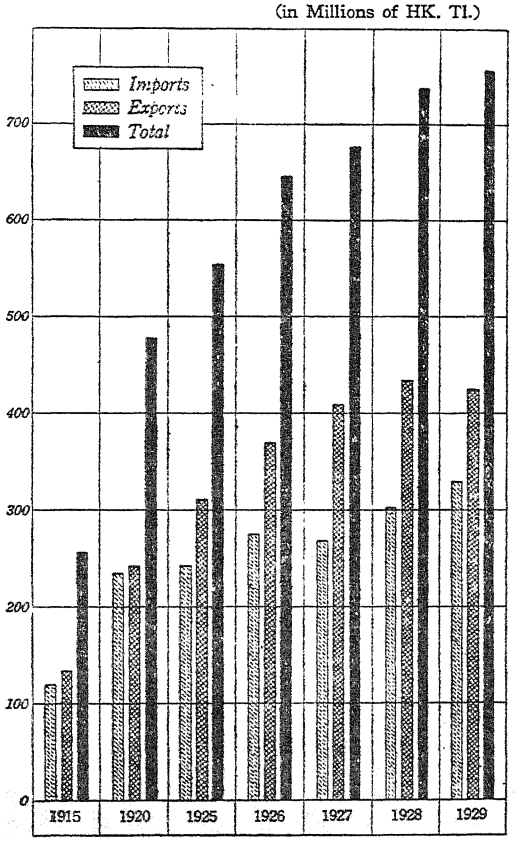


		Antung (including Tatungkou)	Dairen	Newchwang	Harbin	Aigun	Hunchun	Lung-chingtsun	Total Foreign Trade of Manchuria
1915	Imports	28,744,719	42,532,937	27,234,014	18,004,077	3,031,938	417,093	351,533	120,316,311
	Exports and re-exports	15,517,831	58,473,018	24,729,619	31,893,169	2,046,929	281,582	91,532	133,033,680
	Total	44,262,550	101,005,955	51,963,633	49,897,246	5,078,867	698,675	443,065	253,349,991
1920	Imports	67,438,327	94,875,280	41,894,538	22,019,158	7,042,905	583,659	1,647,436	235,501,303
	Exports and re-exports	44,032,746	144,733,468	18,039,614	30,869,236	5,290,932	206,998	600,955	243,773,949
	Total	111,471,073	239,608,748	59,934,152	52,888,394	12,333,837	790,657	2,248,391	479,275,252
1925	Imports	42,170,082	121,259,713	61,197,314	13,403,262	2,619,805	1,150,224	2,921,105	244,721,505
	Exports and re-exports	44,559,284	183,650,029	31,522,313	49,766,013	1,311,240	540,412	1,018,903	312,368,194
	Total	86,729,366	304,909,742	92,719,627	63,169,275	3,931,045	1,690,636	3,940,008	557,089,699
1926	Imports	44,662,421	144,652,655	58,819,143	20,991,858	2,652,051	1,374,101	4,281,297	277,433,526
	Exports and re-exports	49,512,788	217,662,691	32,330,808	65,497,242	1,469,314	781,194	2,902,916	370,156,953
	Total	94,175,209	362,315,346	91,149,951	86,489,100	4,121,365	2,155,295	7,184,213	647,590,479
1927	Imports	42,626,291	146,389,484	49,036,410	23,037,818	1,408,496	1,334,401	5,080,686	268,913,586
	Exports and re-exports	64,392,477	230,030,606	33,181,740	73,842,791	1,206,889	1,028,830	4,352,846	408,036,179
	Total	107,018,768	376,420,090	82,218,150	96,880,609	2,615,385	2,363,231	9,433,532	676,949,765
1928	Imports	48,785,855	168,946,579	48,649,395	28,658,661	1,413,556	1,443,078	5,058,780	302,955,904
	Exports and re-exports	49,886,323	262,464,605	35,685,956	80,319,400	967,713	1,647,698	3,063,729	434,035,424
	Total	98,672,178	431,411,184	84,335,351	108,978,061	2,381,269	3,090,776	8,122,509	736,991,328
1929	Imports	49,788,605	206,083,814	52,269,198	16,146,186	384,435	1,008,541	3,923,090	329,603,869
	Exports and re-exports	42,572,205	302,444,099	34,295,751	41,867,844	295,602	911,894	3,264,096	425,651,491
	Total	92,360,810	508,527,913	86,564,949	58,014,030	680,037	1,920,435	7,187,186	755,255,360

Exports.—Among the goods exported raw materials, especially those of agricultural origin, occupy a predominant position, followed by half-finished goods, while the export of finished goods is quite insignificant. In the export trade, Dairen proves to be the first port, followed by Harbin, Newchwang, and Antung. Goods exported direct to Japan are the highest in value and then those to Hongkong and the Soviet Union. Details of the exports of Manchuria will be understood from the table attached to this chapter.

Imports.—Most of the goods imported are either finished goods or half-finished goods. Cotton goods, cotton yarn, sugar, tobacco,

Foreign Trade of Manchuria



Manchurian Imports and Exports: Values of Trade with Different Countries of the World in 1929. (in 1,000 Hk. Tls.)

Import
Export

Other European Countries (123)
93
30

Norway (401)
238
163

Netherland (30,660)
951
29,709

Sweden (550)
148
402

Gr.Britain (31,227)
9,619
21,608

8,308
Germany (9,656)
1,348

5,458
904
325
Belgium (5,783)

France (1,977)
1,073

1,461
Italy (6,344)
4,883

897
Turkey, Persia, Egypt, etc. (35,816)
34,919

15,725
Asiatic Russia (56,915)
41,190

96,026
China (189,069)
93,043

12,240
Korea (45,812)
33,572

Hongkong (23,329)
16,887
6,442

126,445
Japan (261,728)
135,283

Br. India (1,892)
1,884
8

32
Philippine (1,941)
1,909

Fr. Indo-China (140)
61
79

Str. Settlements (1,419)
929
490

956
Dutch Indies (8,058)
7,102

Canada (3,815)
3,380
435

25,890
U.S.A. (35,926)
10,036

Mexico & Central America (151)
3
148

South America (2)
2

South Africa (30)
30

Australia & New Zealand (25)
10
15

27,181
Total Europe (86,721)
59,540

271,185
Total Asia (590,304)
319,119

Total America (39,895)
29,274
10,621

petroleum, iron and steel, machines and tools, paper, dress and cloth accessories: these are the leading imports. Dairen enjoys a predominant position in the import trade, with Newchwang second and Antung third.

Among the nations from which goods are imported direct, Japan is the most prominent, followed by Great Britain and the United States. But a considerable amount imported also from ports in other parts of China. The second table gives a fairly clear definite survey of the import trade. [1]

[1] The tables are compiled from the "Trade Returns of North China" issued by the Research Office, S.M.R. Co., but as some of the details of the goods exported and imported are unavailable the readers are desired to have in mind that:—

The following exported or imported goods are all classed under the heading of 'Sundries.'

a. Goods exported from Aigun to other Chinese ports.
b. Goods imported from other Chinese ports to Aigun, (foreign goods: 518,111 HK. Taels in 1927, 393,101 HK. Taels in 1928; Chinese goods: 779,419 HK. Taels in 1927, 878,860 HK. Taels in 1928).
c. Foreign goods imported from other Chinese ports to Hunchun in in 1927 (1,424 HK. Taels) and in 1928 (4,346 HK. Taels).
d. Chinese goods imported from other Chinese ports to Hunchun in 1929 (103,746 HK. Taels).
e. Goods imported from other Chinese ports to Lunchingtsun in 1929, (foreign goods: 16 HK. Taels, Chinese goods: 264,696 HK. Taels).

The value of exported sundries (52,915 HK. Taels) at Lunchingtsun in 1929 also includes the whole value of exported goods to other Chinese ports, which amount to 13,340 HK. Taels.

For the goods imported at Hunchun in 1929 (384,435 HK. Taels), the places of shipment are not known and the goods are classed as the 'Sundries' imported from 'Other Countries.'

QUANTITY AND VALUE OF EXPORTS

Quantity and Value of Exports at Manchurian Ports

Description of Goods	1927 Quantity (Metric ton)	1927 Value	1928 Quantity (Metric ton)	1928 Value	1929 Quantity (Metric ton)	1929 Value	Japan
SOYA BEANS	1,833,924.7	101,736,204	2,452,038.5	148,692,884	2,781,718.3	168,189,258	38,102,778
Antung	32,808.7	2,297,150	31,106.7	2,122,691	15,483.2	1,151,714	873,892
Dairen.....	925,933.3	56,517,724	1,363,518.0	92,089,752	2,147,125.3	134,543,327	33,844,052
Newchwang.....	71,034.1	4,637,089	97,360.6	5,932,618	70,543.9	4,815,401	675,081
Harbin	693,227.7	34,616,207	891,376.2	46,132,228	485,170.2	24,949,063	0
Aigun	0	0	0	0	—	—	—
Hunchun	15,239.2	503,958	14,531.2	624.697	1,894.1	167,595	167,595
Lungchingtsun ...	95,681.7	3,164,076	54,135.8	1,790,898	61,501.6	2,542,158	2,542,158
OTHER BEANS	155,735.7	9,100,937	118,901.8	8,843,643	129,528.3	8,722,759	6,915,469
Antung	17,295.7	1,086,859	10,972.6	798,759	13,649.7	1,061,705	1,061,683
Dairen	104,410.2	6,066,190	84,038.0	6,221,038	85,879.7	5,876,822	4,854,584
Newchwang.....	23,888.2	1,602,076	15,010.0	1,097,105	12,114.0	859,702	542,585
Harbin	707.7	29,410	4,146.0	231,465	8,766.0	467,913	0
Aigun	0	0	0	0	—	—	—
Hunchun	908.9	34,492	730.7	34,544	474.9	27,824	27,824
Lungchingtsun ...	8,525.0	281,910	5,004.5	460,732	8,644.5	428,793	428,793
MAIZE	108,803.4	4,719,335	82,051.6	3,700,700	90,088.3	3,905,439	1,943,194
Antung	4,567.4	171,780	2,475.0	94,001	3,891.7	165,343	58,272
Dairen	79,608.1	3,422,307	58,952.0	2,729,261	68,863.3	2,960,393	1,585,776
Newchwang.....	15,439.8	864,918	16,272.6	753,557	16,628.3	759,526	298,916
Harbin	9,028.8	256,771	4,323.7	122,962	697.3	19,947	0
Aigun	0	0	0	0	—	—	—
Hunchun	147.6	3,173	19.8	425	0	0	0
Lungchingtsun ...	11.7	386	8.5	494	7.7	230	230
KAOLIANG	502,287.0	18,868,154	480,457.5	19,226,105	194,338.8	7,716,200	2,300,428
Antung	6,227.6	304,915	8,334.4	334,282	11,209.2	521,256	357,292
Dairen	318,889.0	12,127,063	322,801.6	12,542,721	142,026.1	5,401,125	1,920,162
Newchwang.....	108,959.7	4,664,785	129,733.7	5,821,848	37,781.8	1,705,089	22,810
Harbin	66,613.0	1,718,194	19,439.1	517,476	3,315.1	88,566	0
Aigun	0	0	0	0	—	—	—
Hunchun	141.4	3,039	15.7	337	0	0	0
Lungchingtsun ...	1,456.3	48,158	173.0	9,441	7.6	164	164
MILLET	417,009.4	32,094,092	331,197.5	23,508,611	232,525.1	16,470,954	15,614,664
Antung	341,871.3	28,208,525	261,378.5	19,526,470	195,740.4	14,305,705	14,305,372
Dairen	18,170.2	1,291,863	21,079.0	1,394,116	21,265.2	1,370,428	1,202,420
Newchwang.....	6,425.9	450,742	4,929.1	319,312	1,697.3	120,118	75,502
Harbin	29,865.3	1,446,848	31,363.7	1,555,740	13,252.1	643,333	0
Aigun	0	0	0	0	—	—	—
Hunchun	1,495.2	61,806	1,986.0	90,285	72.4	6,680	6,680
Lungchingtsun ...	19,181.5	634,308	10,461.2	622,688	497.7	24,690	24,690
WHEAT	37,601.4	2,715,252	116,988.7	7,577,022	48,486.6	3,117,580	1,800,161
Antung	613.3	45,266	2,097.6	156,018	267.6	20,004	20,004
Dairen	10,767.9	694,356	54,627.8	3,522,629	29,547.7	1,758,791	1,530,644
Newchwang.....	3,977.7	300,792	1,037.8	67,553	3,496.2	267,630	245,952
Harbin	22,157.2	1,670,605	55,710.4	3,712,185	16,103.3	1,067,594	0
Aigun	0	0	3,354.1	110,916	—	—	—
Hunchun	0	0	1.0	48	0	0	0
Lungchingtsun ...	85.3	4,233	160.0	7,673	71.8	3,561	3,561

AT MANCHURIAN PORTS. (Value H.K. Tael.)

Value of Exports at Manchurian Ports in 1929

To Foreign Countries							To China	
Great Britain	U.S.A.	Germany	France	Russia	Other Countries	Total	Chinese Ports	GRAND TOTAL
17,511,404	68,504	235,585	605,842	25,070,318	68,604,027	150,198,548	17,970,710	168,169,258
0	0	0	0	0	0	873,892	277,822	1,151,714
17,240,468	68,594	235,585	605,842	122,892	68,604,027	120,721,460	13,821,867	134,543,327
270,936	0	0	0	0	0	946,017	3,869,384	4,815,401
0	0	0	0	24,947,426	0	24,947,426	1,637	24,949,063
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	167,595	0	167,595
0	0	0	0	0	0	2,542,158	0	2,542,158
341,326	37,720	27,439	0	491,422	168,522	7,581,898	740,861	8,722,759
0	0	0	0	0	0	1,061,683	22	1,061,705
332,174	37,720	27,439	0	29,616	168,522	5,450,055	426,767	5,876,822
9,152	0	0	0	0	0	551,737	307,965	859,702
0	0	0	0	461,806	0	461,806	6,107	467,913
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	27,824	0	27,824
0	0	0	0	0	0	428,793	0	428,793
232,749	39,016	0	0	19,852	0	2,234,811	1,670,628	3,905,439
0	0	0	0	0	0	58,272	107,071	165,343
232,749	39,016	0	0	0	0	1,857,541	1,102,852	2,960,393
0	0	0	0	0	0	298,916	460,610	759,526
0	0	0	0	19,852	0	19,852	96	19,947
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	230	0	230
17	0	14	0	228,770	1,060	2,530,289	5,185,911	7,716,200
0	0	0	0	0	0	357,292	163,964	521,256
0	0	14	0	141,666	1,060	2,062,902	3,338,223	5,401,125
17	0	0	0	0	0	22,827	1,682,262	1,705,089
0	0	0	0	87,104	0	87,104	1,462	88,566
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	164	0	164
4,988	3,852	7,704	0	627,534	7,264	16,268,006	204,948	16,470,954
0	0	0	0	0	0	14,305,372	333	14,305,705
4,988	3,852	7,704	0	24,388	7,264	1,250,616	119,812	1,370,428
0	0	0	0	0	0	75,502	44,616	120,118
0	0	0	0	603,146	0	603,146	40,187	643,333
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	6,680	0	6,680
0	0	0	0	0	0	24,690	0	24,690
0	0	0	0	1,251,248	0	3,051,409	66,171	3,117,580
0	0	0	0	0	0	20,004	0	20,004
0	0	0	0	223,758	0	1,754,402	4,389	1,758,791
0	0	0	0	0	0	245,952	21,678	267,630
0	0	0	0	1,027,490	0	1,027,490	40,104	1,067,594
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	3,561	0	3,561

Quantity and Value of Exports at Manchurian Ports

Description of Goods	1927 Quantity (Metric ton)	1927 Value	1928 Quantity (Metric ton)	1928 Value	1929 Quantity (Metric ton)	1929 Value	Japan
OTHER CEREALS	59,391.2	2,536,154	50,227.6	2,755,697	44,967.3	2,573,436	554,308
Antung	11,135.2	434,765	9,901.8	420,177	9,595.6	391,731	346,696
Dairen	35,722.1	1,548,740	27,175.7	1,767,255	26,233.4	1,782,930	201,921
Newchwang	6,160.4	277,035	2,567.2	133,970	488.7	63,669	2,089
Harbin	5,755.3	236,164	10,101.4	420,660	8,575.7	331,704	0
Aigun	0	0	0	0	—	—	—
Hunchun	2.2	93	3.2	152	11.2	465	465
Lungchingtsun	616.0	39,357	478.3	13,483	62.7	2,937	2,937
SESAMUM SEED	4,643.3	721,331	8,230.5	1,344,290	14,058.4	2,090,376	1,560,331
Antung	1,974.1	345,285	3,429.3	642,606	2,801.7	544,586	544,367
Dairen	2,028.3	267,796	3,336.8	439,885	9,006.1	1,190,327	908,640
Newchwang	351.5	67,709	1,404.8	254,064	2,220.2	350,256	107,317
Harbin	256.2	39,395	43.1	7,191	30.2	5,200	0
Aigun	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun	33.2	1,146	16.5	544	0.2	7	7
MELON SEED	8,494.3	1,340,476	14,357.8	1,986,039	8,118.7	1,426,572	196,150
Antung	1.1	206	20.7	3,990	0.7	149	149
Dairen	7,166.5	1,137,532	13,205.4	1,813,108	6,958.2	1,265,550	158,686
Newchwang	1,325.4	202,421	1,123.7	167,325	1,158.1	160,500	37,299
Harbin	1.3	317	8.0	1,616	1.5	357	0
Aigun	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun	0	0	0	0	0.2	16	16
HEMP SEED	21,176.1	1,056,494	28,317.6	1,609,172	31,672.3	1,969,999	778,478
Antung	3.4	293	0.7	28	0.7	89	89
Dairen	11,240.9	604,977	21,478.5	1,234,904	24,704.6	1,681,954	778,353
Newchwang	0	0	0	0	0	0	0
Harbin	9,929.6	451,181	6,838.0	374,222	6,965.4	287,920	0
Aigun	0	0	0	0	—	—	—
Hunchun	2.2	43	0	0	0	0	0
Lungchingtsun	0	0	0.4	18	1.6	36	36
PERILLA SEED	4,104.8	414,744	6,538.7	657,655	8,766.8	1,059,467	1,059,467
Antung	0	0	0	0	0	0	0
Dairen	4,104.8	414,744	6,538.7	657,655	8,766.8	1,059,467	1,059,467
Newchwang	0	0	0	0	0	0	0
Harbin	0	0	0	0	0	0	0
Aigun	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun	0	0	0	0	0	0	0
OTHER SEED	39,911.0	3,653,514	52,063.8	4,787,311	64,971.2	5,838,515	1,906,543
Antung	143.2	12,010	241.4	19,533	336.0	28,480	28,321
Dairen	37,539.5	3,532,767	44,680.4	4,454,014	52,681.6	5,339,313	1,417,321
Newchwang	2,146.3	97,917	7,008.5	294,847	11,922.2	465,457	459,309
Harbin	42.9	6,657	71.1	12,490	18.6	3,673	0
Aigun	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun	39.1	4,163	62.4	6,427	12.8	1,592	1,592

Value of Exports at Manchurian Ports in 1929

To Foreign Countries							To China	
Great Britain	U.S.A.	Germany	France	Russia	Other Countries	Total	Chinese Ports	GRAND TOTAL
70,548	1,047	105,653	12,092	321,356	900,732	1,965,736	607,700	2,573,436
0	0	0	0	0	0	346,896	44,835	391,731
53,167	1,047	105,653	12,092	1,522	900,732	1,276,134	506,796	1,782,930
17,381	0	0	0	0	0	19,470	44,199	63,669
0	0	0	0	319,834	0	319,834	11,870	331,704
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	465	0	465
0	0	0	0	0	0	2,937	0	2,937
864	212,352	0	0	0	26,520	1,800,067	290,309	2,090,376
0	0	0	0	0	0	544,367	219	544,586
864	212,352	0	0	0	26,520	1,148,376	41,951	1,190,327
0	0	0	0	0	0	107,317	242,939	350,256
0	0	0	0	0	0	0	5,200	5,200
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	7	0	7
373,337	10,186	0	0	0	0	579,733	846,839	1,426,572
0	0	0	0	0	0	149	0	149
345,257	10,186	0	0	0	0	514,129	751,421	1,265,550
28,140	0	0	0	0	0	65,439	95,061	160,500
0	0	0	0	0	0	0	357	357
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	16	0	16
133,620	106,761	16,766	252,450	287,920	392,319	1,968,314	1,685	1,969,999
0	0	0	0	0	0	89	0	89
133,620	106,761	16,765	252,450	0	392,319	1,680,269	1,685	1,681 954
0	0	0	0	0	0	0	0	0
0	0	0	0	287,920	0	287,920	0	287,920
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	36	0	36
0	0	0	0	0	0	1,059 467	0	1,059,467
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1,059,467	0	1,059,467
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1,034.894	223,032	54,269	43,370	1,395	467,924	3,731,427	2,107,088	5,838,515
0	0	0	0	0	0	28,321	159	28,480
1,032,218	223,032	54,269	43,370	0	467,924	3,238,134	2,101,179	5,339,313
2,676	0	0	0	0	0	461,985	3,472	465,457
0	0	0	0	1,395	0	1,395	2,278	3,673
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1,592	0	1,592

Quantity and Value of Exports at Manchurian Ports

Description of Goods	1927 Quantity (Metric ton)	1927 Value	1928 Quantity (Metric ton)	1928 Value	1929 Quantity (Metric ton)	1929 Value	Japan
VEGETABLES		224,701		221,893		177,634	41,358
Antung		17,801		23,216		37,706	28,335
Dairen		130,336		127,937		110,131	422
Newchwang		53,107		43,998		15,118	0
Harbin		9,840		12,604		2,078	0
Aigun		0		0		—	—
Hunchun		2,941		1,508		4,082	4,080
Lungchingtsun		10,676		12,630		8,519	8,519
FRUITS		55,468		61,556		23,662	2,300
Antung		501		545		329	286
Dairen		8,145		21,937		15,358	1,957
Newchwang		32,945		25,290		5,969	0
Harbin		13,877		13,742		1,949	0
Aigun		0		0		—	—
Hunchun		0		0		0	0
Lungchingtsun		0		42		57	57
WHEAT FLOUR	7,847.0	827,900	22,525.2	2,138,144	7,498.7	691,353	5,631
Antung	148.1	17,044	170.8	15,045	0.1	17	17
Dairen	1,430.1	140,373	12,475.1	1,144,575	3,815.0	361,462	5,614
Newchwang	2,590.9	211,275	5,123.6	421,960	2,097.6	163,962	0
Harbin	3,677.9	459,208	4,592.2	536,854	1,586.0	165,912	0
Aigun	0	0	163.5	19,710	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun	0	0	0	0	0	0	0
BRAN	69,681.5	2,180,927	95,256.9	2,738,355	78,907.9	2,229,340	1,804,841
Antung	801.2	19,263	2,084.6	46,506	2,133.9	23,898	23,898
Dairen	54,160.2	1,789,737	72,981.5	2,206,114	65,047.8	1,956,304	1,780,931
Newchwang	912.3	40,880	190.1	8,174	837.0	31,276	0
Harbin	13,805.8	330,992	19,998.3	477,507	10,888.8	217,850	0
Aigun	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun	2.0	55	2.4	52	0.4	12	12
	(Mille)		(Mille)		(Mille)		
EGGS	1,330	17,462	2,038	26,340	42	741	291
Antung	69	1,084	27	489	5	83	83
Dairen	622	8,092	12	119	13	136	125
Newchwang	536	6,298	1,924	24,050	0	0	0
Harbin	100	1,924	73	1,652	20	439	0
Aigun	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun	3	64	2	30	4	83	83
MARINE PRODUCTS		558,515		720,234		775,263	68,023
Antung		39,661		22,377		23,449	16,898
Dairen		364,794		587,083		567,260	51,125
Newchwang		124,345		90,480		174,993	0
Harbin		29,715		20,268		9,561	0
Aigun		0		0		—	—
Hunchun		0		0		0	0
Lungchingtsun		0		26		0	0

Value of Exports at Manchurian Ports in 1929

To Foreign Countries							To China	
Great Britain	U.S.A.	Germany	France	Russia	Other Countries	Total	Chinese Ports	GRAND TOTAL
12,432	0	0	0	0	0	53,790	123,844	177,634
0	0	0	0	0	0	28,335	9,371	37,706
6,150	0	0	0	0	0	6,572	103,559	110,131
6,282	0	0	0	0	0	6,282	8,836	15,118
0	0	0	0	0	0	0	2,078	2,078
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	4,082	0	4,082
0	0	0	0	0	0	8,519	0	8,519
142	0	0	0	0	542	2,384	20,578	23,962
0	0	0	0	0	0	286	43	329
142	0	0	0	0	542	2,641	12,717	15,358
0	0	0	0	0	0	0	5,969	5,969
0	0	0	0	0	0	0	1,949	1,949
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	57	0	57
0	0	0	0	12,654	0	18,285	673,068	691,353
0	0	0	0	0	0	17	0	17
0	0	0	0	0	0	5,614	355,848	361,462
0	0	0	0	0	0	0	163,962	163,962
0	0	0	0	12,654	0	12,654	153,258	165,912
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	217,506	0	2,022,347	206,993	2,229,340
0	0	0	0	0	0	23,898	0	23,898
0	0	0	0	0	0	1,780,931	175,373	1,956,304
0	0	0	0	0	0	0	31,276	31,276
0	0	0	0	217,506	0	217,506	344	217,850
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	12	0	12
0	0	0	0	0	0	291	450	741
0	0	0	0	0	0	83	0	83
0	0	0	0	0	0	125	11	136
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	439	439
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	83	0	83
115,272	0	0	0	172	0	183,457	591,796	775,253
0	0	0	0	0	0	16,898	6,551	23,449
115,272	0	0	0	0	0	166,397	400,863	567,260
0	0	0	0	0	0	0	174,993	174,993
0	0	0	0	172	0	172	9,389	9,561
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

Quantity and Value of Exports at Manchurian Ports

Description of Goods	1927 Quantity (Metric ton)	1927 Value	1928 Quantity (Metric ton)	1928 Value	1929 Quantity (Metric ton)	1929 Value	Japan
SAMSHU		1,260,878		774,002		1,126,737	93,076
Antung		16,498		1,206		2,569	357
Dairen		407,479		317,226		460,237	90,613
Newchwang		794,649		428,774		707,570	0
Harbin		33,700		20,075		14,255	0
Aigun		0		0		—	—
Hunchun		0		0		0	0
Lungchingtsun		8,552		6,721		2,106	2,106
CIGARETTES, CIGARS, & TOBACCO		2,686,026		2,514,455		2,173,615	1,218,182
Antung		106,100		4,412		8,061	6,733
Dairen		2,356,541		2,139,095		1,960,327	1,070,640
Newchwang		84,986		130,806		175,608	140,775
Harbin		138,318		240,111		29,585	0
Aigun		0		0		—	—
Hunchun		55		0		0	0
Lungchingtsun		26		31		34	34
SALT	132,710.1	1,972,506	163,017.1	1,651,938	228,850.1	2,596,664	1,263,149
Antung	0	0	0	0	0	0	0
Dairen	108,963.3	941,366	157,568.7	1,303,895	204,567.1	1,605,379	1,263,149
Newchwang	23,582.7	1,013,419	4,803.4	275,528	24,213.7	981,907	0
Harbin	164.1	17,721	645.0	72,515	69.3	9,378	0
Aigun	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun	0	0	0	0	0	0	0
OTHER PROVISIONS & DRINKS		777,997		696,218		693,037	286,473
Antung		6,777		19,523		1,841	1,841
Dairen		525,625		397,309		596,782	280,066
Newchwang		3,873		137,650		30,452	0
Harbin		237,997		134,943		59,396	0
Aigun		0		0		—	—
Hunchun		320		121		190	190
Lungchingtsun		3,405		6,672		4,376	4,376
BEAN CAKE	2,000,654.4	84,975,974	1,658,066.5	73,276,319	1,416,400.8	65,318,739	37,438,738
Antung	201,720.6	10,720,255	148,782.9	7,692,421	143,387.1	8,045,095	5,559,998
Dairen	1,173,831.2	49,487,273	893,076.8	40,915,755	790,847.7	36,646,046	27,197,087
Newchwang	168,645.3	8,174,057	185,801.9	8,592,422	191,422.2	9,815,777	4,654,588
Harbin	455,723.4	16,577,239	429,591.6	16,052,871	289,787.6	10,780,771	0
Aigun	0	0	0	0	—	—	—
Hunchun	683.4	15,820	753.8	21,189	807.8	27,379	23,394
Lungchingtsun	50.5	1,330	59.5	1,661	148.4	3,671	3,671
BEAN OIL	178,205.6	32,935,267	129,999.1	23,753,729	119,081.8	21,563,509	70,810
Antung	80.0	15,584	1,188.6	219,594	1,302.1	243,162	11,325
Dairen	129,314.6	23,519,522	100,181.9	18,220,928	106,965.9	19,454,776	53,196
Newchwang	12,578.6	2,290,516	14,265.8	2,699,595	8,195.0	1,415,703	0
Harbin	36,191.7	7,103,117	14,318.2	2,606,529	2,584.2	443,570	0
Aigun	0	0	0	0	—	—	—
Hunchun	21.3	3,537	34.7	5,568	24.5	4,779	4,779
Lungchingtsun	19.4	2,991	9.9	1,515	10.1	1,510	1,510

Value of Exports at Manchurian Ports in 1929

To Foreign Countries							To China	
Great Britain	U.S.A.	Germany	France	Russia	Other Countries	Total	Chinese Ports	GRAND TOTAL
5,771	0	0	0	0	0	98,847	1,027,890	1,126,737
0	0	0	0	0	0	357	2,212	2,569
4,236	0	0	0	0	0	94,849	305,388	400,237
1,535	0	0	0	0	0	1,535	706,035	707,570
0	0	0	0	0	0	0	14,255	14,255
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	2,106	0	2,106
80	0	0	0	0	0	1,218,282	955,353	2,173,615
0	0	0	0	0	0	6,733	1,328	8,061
80	0	0	0	0	0	1,070,720	889,607	1,960,327
0	0	0	0	0	0	140,775	34,833	175,608
0	0	0	0	0	0	0	29,585	29,585
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	34	0	34
292,298	0	0	0	0	109,492	1,664,333	931,725	2,596,664
0	0	0	0	0	0	0	0	0
292,298	0	0	0	0	0	1,555,447	49,932	1,605,379
0	0	0	0	0	109,492	109,492	872,415	981,907
0	0	0	0	0	0	0	9,378	9,378
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
39,851	830	4,235	0	36,669	15,596	383,654	309,383	693,037
0	0	0	0	0	0	1,841	0	1,841
39,851	830	4,235	0	0	15,596	340,578	256,204	596,782
0	0	0	0	0	0	0	30,452	30,452
0	0	0	0	36,669	0	36,669	22,727	59,396
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	190	0	190
0	0	0	0	0	0	4,376	0	4,376
1,488,729	2,196,931	369,516	0	10,781,073	651,143	52,926,130	12,392,809	65,318,739
0	0	0	0	0	0	5,559,998	2,485,097	8,045,095
1,487,041	2,196,931	396,516	0	0	651,143	31,901,718	4,744,328	36,646,046
1,688	0	0	0	0	0	4,656,276	5,159,501	9,815,777
0	0	0	0	10,777,083	0	10,777,088	3,683	10,780,771
—	—	—	—	—	—	—	—	—
0	0	0	0	2,935	0	27,379	0	27,379
0	0	0	0	0	0	3,671	0	3,671
3,511,123	2,221,725	57,145	0	500,450	5,859,667	12,220,920	9,342,580	21,563,500
0	0	0	0	0	0	11,325	231,837	243,162
3,511,123	2,221,725	57,145	0	87,186	5,859,667	11,790,042	7,664,734	19,454,776
0	0	0	0	0	0	0	1,415,703	1,415,703
0	0	0	0	413,264	0	413,264	30,306	443,570
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	4,779	0	4,779
0	0	0	0	0	0	1,510	0	1,510

Quantity and Value of Exports at Manchurian Ports

Description of Goods	1927 Quantity (Metric ton)	1927 Value	1928 Quantity (Metric ton)	1928 Value	1929 Quantity (Metric ton)	1929 Value	Japan
OTHER OILS FATS & WAXES	4,881.8	977,939	1,150.7	712,935	22,285.3	690,209	304,088
Antung	9.4	5,637	7.6	3,137	7.6	2,555	2,492
Dairen	4,056.8	804,724	144.4	529,629	21,634.9	560,955	301,390
Newchwang.....	800.5	163,521	981.0	175,166	564.7	118,307	206
Harbin	14.9	3,918	17.5	4,946	28.1	8,392	0
Aigun.....	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun ...	0.2	139	0.2	57	0	0	0
HEMP, JUTE, AND RAMIE ...	2,582.4	338,375	1,376.	182,881	356.3	52,401	27,808
Antung	41.4	11,439	29.9	8,848	26.9	5,929	5,156
Dairen	953.8	144,790	983.0	132,182	204.8	26,847	22,568
Newchwang.....	1,585.4	181,566	362.9	41,606	123.9	19,457	0
Harbin	1.6	513	0.8	245	0.2	84	0
Aigun.....	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun ...	0.2	67	0	0	0.5	84	84
COTTON RAW	8.8	4,213	9.6	4,246	60.2	30,832	19,945
Antung	5.4	3,505	5.3	3,364	23.3	11,125	11,125
Dairen	3.4	708	4.3	882	19.1	10,279	0
Newchwang.....	0	0	0	0	17.8	9,428	8,821
Harbin	0	0	0	0	0	0	0
Aigun.....	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun ...	0	0	0	0	0	0	0
SILK COCOONS ...	1,627.5	708,267	2,259.6	615,809	1,468.0	388,334	11,842
Antung	488.2	260,621	384.3	134,496	313.7	94,889	3,025
Dairen	1,138.9	446,784	1,870.3	477.099	1,154.3	273,232	8,604
Newchwang.....	0.3	547	4.9	4,064	0	0	0
Harbin	0	0	0	0	0	0	0
Aigun.....	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun ...	0.1	315	0.1	150	—	213	213
SILK, RAW, WILD	1,354.2	10,255,250	1,499.8	8,585,714	1,616.9	9,036,600	5,990,932
Antung	1,046.2	8,126,310	1,289.9	7,353,247	1,285.0	7,225,424	5,966,082
Dairen	288.6	2,041,380	204.7	1,204,220	331.6	1,869,992	24,850
Newchwang.....	19.4	88,560	5.2	28,247	0.3	1,184	0
Harbin	0	0	0	0	0	0	0
Aigun	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun ...	0	0	0	0	0	0	0
SILK, WASTE	1,094.8	1,191.559	1,425.7	1,371,597	1,031.0	1,075.319	410,185
Antung	721.9	834,963	808.7	816,756	651.8	752 839	409,867
Dairen	283.3	262,084	503.5	457,875	371.8	325,844	318
Newchwang.....	89.6	94,512	113.5	96,966	7.4	6,636	0
Harbin	0	0	0	0	0	0	0
Aigun.....	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun ...	0	0	0	0	0	0	0

Value of Exports at Manchurian Ports in 1929

To Foreign Countries							To China	
Great Britain	U.S.A.	Germany	France	Russia	Other Countries	Total	Chinese Ports	GRAND TOTAL
0	240,268	0	0	2,907	0	547,263	142,946	690,209
0	0	0	0	0	0	2,492	62	2,555
0	240,268	0	0	0	0	341,658	19,297	360,955
0	0	0	0	0	0	206	118,101	118,307
0	0	0	0	2,907	0	2,907	5,455	8,362
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	27,708	24,593	52,401
0	0	0	0	0	0	5,156	773	5,929
0	0	0	0	0	0	22,568	4,279	26,847
0	0	0	0	0	0	0	19,457	19 457
0	0	0	0	0	0	0	84	84
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	84	0	84
0	0	0	0	0	0	19,946	10,886	30,832
0	0	0	0	0	0	11,125	0	11,125
0	0	0	0	0	0	0	10,279	10,279
0	0	0	0	0	0	8,821	607	9,428
0	0	0	0	0	0	0	0	0
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	11,842	356,492	368.334
0	0	0	0	0	0	3,025	91,864	94,889
0	0	0	0	0	0	8,604	264,628	273,232
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	213	0	213
0	0	0	0	0	0	5,990,932	3,105,668	9,096,600
0	0	0	0	0	0	5,966,082	1,259,342	7,225,424
0	0	0	0	0	0	24,850	1,845,142	1,869,992
0	0	0	0	0	0	0	1,184	1,184
0	0	0	0	0	0	0	0	0
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	410,185	675,134	1,085,319
0	0	0	0	0	0	409,867	342,972	752,839
0	0	0	0	0	0	318	325,526	325.844
0	0	0	0	0	0	0	6,636	6,636
0	0	0	0	0	0	0	0	0
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

Quantity and Value of Exports at Manchurian Ports

Description of Goods	1927 Quantity (Metric ton)	1927 Value	1928 Quantity (Metric ton)	1928 Value	1929 Quantity (Metric ton)	1929 Value	Japan
SILK PRODUCTS		487,710		722,599		1,019,825	262,051
Antung		330,665		448,374		657,692	159,151
Dairen		91,200		241,231		358,085	102,900
Newchwang		895		12,005		403	0
Harbin		44,950		20,800		3,645	0
Aigun		0		0		—	—
Hunchun		0		0		0	0
Lungchingtsun		0		189		0	0
BRISTLES	357.0	872,425	656.2	1,786,423	705.2	1,795,080	112,219
Antung	0	0	0	0	0	0	0
Dairen	291.6	648,569	606.4	1,625,660	694.4	1,771,913	107,071
Newchwang	65.4	223,856	49.8	160,763	10.8	23,167	5,148
Harbin	0	0	0	0	0	0	0
Aigun	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun	0	0	0	0	0	0	0
WOOL	2,199.9	1,163,264	2,177.5	928,840	2,992.0	1,602,238	136,336
Antung	3.4	2,508	0.3	151	0.2	221	221
Dairen	391.1	194,060	401.3	200,284	1,993.2	1,167,151	136,115
Newchwang	415.1	153,530	333.5	134,005	923.2	404,905	0
Harbin	1,390.3	813,166	1,442.4	594,400	75.4	29,961	0
Aigun	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun	0	0	0	0	0	0	0
HAIRS & FEATHERS OF ALL KINDS	627.3	550,153	535.9	622,537	1,456.1	775,004	49,547
Antung	6.5	7,086	11.1	8,983	7.3	6,178	6,178
Dairen	532.9	402,227	458.1	508,215	1,245.3	656,112	41,865
Newchwang	87.9	140,840	66.7	105,339	202.1	112,487	1,277
Harbin	0	0	0	0	0	0	0
Aigun	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun	0	0	0	0	1.4	227	227
LEATHER, HIDES, AND SKINS		3,933,203		6,074,605		5,223,697	1,917,772
Antung		66,914		40,686		57,831	53,254
Dairen		1,194,315		3,094,554		4,627,367	1,766,961
Newchwang		76,345		233,669		127,411	92,568
Harbin		2,596,194		2,702,763		406,099	0
Aigun		0		0		—	—
Hunchun		0		1,206		0	0
Lungchingtsun		40		1,727		4,989	4,989
HORNS AND TEETH		828		1,784		2,863	0
Antung		0		0		0	0
Dairen		149		1,160		2,863	0
Newchwang		679		624		0	0
Harbin		0		0		0	0
Aigun		0		0		—	—
Hunchun		0		0		0	0
Lungchingtsun		0		0		0	0

Value of Exports at Manchurian Ports in 1929

To Foreign Countries							To China	
Great Britain	U.S.A.	Germany	France	Russia	Other Countries	Total	Chinese Ports	GRAND TOTAL
3,500	3	2	2	0	0	265,554	754,271	1,019,825
0	3	0	0	0	0	159,154	498,538	657,692
3,500	0	0	0	0	0	106,400	251,685	358,085
0	0	0	0	0	0	0	403	403
0	0	0	0	0	0	0	3,645	3,645
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
237,483	321,342	58,470	0	0	0	729,514	1,065,569	1,795,080
0	0	0	0	0	0	0	0	0
237,483	321,342	58,470	0	0	0	724,366	1,047,547	1,771,913
0	0	0	0	0	0	5,148	18,019	23,167
0	0	0	0	0	0	0	0	0
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	378,700	0	0	29,961	16,590	561,587	1,040,651	1,602,238
0	0	0	0	0	0	221	0	221
0	378,700	0	0	0	16,590	531,405	635,746	1,167,151
0	0	0	0	0	0	0	404,905	404,905
0	0	0	0	29,961	0	29,961	0	29,961
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
103,236	246,597	23,296	951	0	0	423,626	351,378	775,004
0	0	0	0	0	0	6,178	0	6,178
96,827	246,597	23,296	951	0	0	409,536	246,576	656,112
6,408	0	0	0	0	0	7,685	104,802	112,487
0	0	0	0	0	0	0	0	0
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	227	0	227
675,082	1,754,785	41,359	93,173	50,677	343,642	4,982,420	341,277	5,223,697
0	0	0	0	0	0	53,254	4,577	57,831
674,951	1,753,835	41,359	93,173	0	608	4,330,887	296,480	4,627,367
81	930	0	0	0	429	94,008	33,403	127,411
0	0	0	0	50,677	343,605	399,282	6,817	406,099
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	4,989	0	4,989
2,608	0	0	0	0	0	2,608	255	2,863
0	0	0	0	0	0	0	0	0
2,608	0	0	0	0	0	2,608	255	2,863
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

Quantity and Value of Exports at Manchurian Ports

Description of Goods	1927 Quantity (Metric ton)	1927 Value	1928 Quantity (Metric ton)	1928 Value	1929 Quantity (Metric ton)	1929 Value	Japan
BONES	12,352.0	445,836	14,572.2	522,289	13,781.9	495,632	494,834
Antung	198.4	7,077	252.3	5,538	145.9	3,446	3,446
Dairen	11,868,4	430,637	14,088.6	507,491	13,541.6	482,049	482,049
Newchwang	285,2	8,172	224.0	9,080	85.8	9,955	9,157
Harbin	0	0	0	0	0	0	0
Aigun	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun	0	0	7.3	180	8.6	182	182
	(No.)		(No.)		(No.)		
CATTLES	5,056	86,557	7,813	90,116	16,903	247,081	72,832
Antung	198	10,067	228	7,641	225	4,358	3,283
Dairen	3,737	52,653	6,823	73,142	13,333	202,128	68,061
Newchwang	840	13,874	532	6,848	2,841	39,107	0
Harbin	121	2,302	51	1,597	0	0	0
Aigun	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun	170	7,661	179	888	504	1,488	1,488
	(No.)		(No.)		(No.)		
POULTRY	140,957	17,501	106,090	10,714	109,900	9,463	9,463
Antung	228	206	91	324	464	393	393
Dairen	140,284	17,139	105,894	10,359	109,298	9,017	9,017
Newchwang	0	0	0	0	0	0	0
Harbin	200	90	0	0	0	0	0
Aigun	0	0	0	0	—	—	—
Hunchun	85	24	105	31	122	47	47
Lungchingtsun	160	42	0	0	16	6	6
ANIMAL TALLOW	170.5	34,876	126.8	24,479	77.7	16,676	12,659
Antung	0	0	0	0	0	10	10
Dairen	74.0	12,240	41.7	8,957	70.2	15,035	12,649
Newchwang	0	0	0	0	7.5	1,631	0
Harbin	96.5	22,636	85.1	15,522	0	0	0
Aigun	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun	0	0	0	0	0	0	0
TIMBER AND BAMBOO, ETC.		6,565,692		5,517,517		4,468,181	3,108,414
Antung		5,874,378		4,322,015		2,979,004	2,179,665
Dairen		120,057		136,544		490,452	104,183
Newchwang		8,499		21,168		37,040	0
Harbin		109,823		122,169		137,119	0
Aigun		0		0		—	—
Hunchun		364,230		848,276		653,792	653,792
Lungchingtsun		88,705		67,345		170,774	170,774
FIREWOOD AND CHARCOAL	1,682.7	20,875	595.5	12,392	775.0	11,915	3,093
Antung	1,388.6	11,768	303.9	3,034	140.8	1,349	1,068
Dairen	266.2	8,755	271.5	8,888	224.0	6,986	102
Newchwang	27.9	345	4.1	76	146.1	1,657	0
Harbin	0	0	0	110	0	0	0
Aigun	0	0	0	0	—	—	—
Hunchun	0	0	2.5	35	27.0	246	246
Lungchingtsun	0	7	13.5	249	237.1	1,677	1,677

Value of Exports at Manchurian Ports in 1929

To Foreign Countries							To China	
Great Britain	U.S.A.	Germany	France	Russia	Other Countries	Total	Chinese Ports	GRAND TOTAL
0	0	0	0	0	0	494,334	798	495,632
0	0	0	0	0	0	3,446	0	3,446
0	0	0	0	0	0	482,049	0	482,049
0	0	0	0	0	0	9,157	798	9,955
0	0	0	0	0	0	0	0	0
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	182	0	182
98,081	0	700	0	0	0	171,613	75,468	247,081
0	0	0	0	0	0	3,283	1,075	4,358
98,081	0	700	0	0	0	166,842	35,286	202,128
0	0	0	0	0	0	0	39,107	39,107
0	0	0	0	0	0	0	0	0
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1,488	0	1,488
0	0	0	0	0	0	9,463	0	9,463
0	0	0	0	0	0	393	0	393
0	0	0	0	0	0	9,017	0	9,017
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	47	0	47
0	0	0	0	0	0	6	0	6
0	0	0	0	0	0	12,659	4,017	16,676
0	0	0	0	0	0	10	0	10
0	0	0	0	0	0	12,649	2,386	15,035
0	0	0	0	0	0	0	1,631	1,631
0	0	0	0	0	0	0	0	0
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
53,130	200	6,588	0	137,074	165	3,305,571	1,162,610	4,468,181
0	0	0	0	0	0	2,179,665	799,339	2,979,004
53,130	200	6,588	0	0	165	164,266	326,186	490,452
0	0	0	0	0	0	0	37,040	37,040
0	0	0	0	137,074	0	137,074	45	137,119
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	653,792	0	653,792
0	0	0	0	0	0	170,774	0	170,774
0	0	0	0	0	0	3,093	8,822	11,915
0	0	0	0	0	0	1,068	281	1,349
0	0	0	0	0	0	102	6,884	6,986
0	0	0	0	0	0	0	1,657	1,657
0	0	0	0	0	0	0	0	0
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	246	0	246
0	0	0	0	0	0	1,677	0	1,677

Quantity and Value of Exports at Manchurian Ports

Description of Goods	1927 Quantity (Metric ton)	1927 Value	1928 Quantity (Metric ton)	1928 Value	1929 Quantity (Metric ton)	1929 Value	Japan
COAL AND COKE	4,467,382	35,265,708	4,478,284	34,890,965	4,782,379	37,620,633	21,627,351
Antung	402,477	2,766,212	390,374	2,663,640	375,025	2,476,125	2,463,006
Dairen	3,706,003	29,144,800	3,694,279	29,043,689	3,849,549	30,194,914	18,809,235
Newchwang	358,741	3,352,402	393,410	3,180,339	557,759	4,948,927	355,099
Harbin	161	2,294	221	3,297	46	656	0
Aigun	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun	0	0	0	0	—	11	11
OTHER MINERAL PRODUCTS		834,510		1,802,346		970,870	917,318
Antung		28,447		17,150		29,208	29,073
Dairen		496,141		594,337		407,037	383,960
Newchwang		309,363		390,720		534,551	504,285
Harbin		559		139		74	0
Aigun		0		0		—	—
Hunchun		0		0		0	0
Lungchingtsun		0		0		0	0
CHEMICAL PRODUCTS & MEDICINES		1,534,101		1,748,877		1,821,958	760,483
Antung		106,117		116,138		108,851	53,786
Dairen		605,169		744,574		814,603	453,176
Newchwang		711,622		869,996		866,080	250,538
Harbin		110,612		17,010		29,441	0
Aigun		109		2		—	—
Hunchun		427		406		2,641	2,641
Lungchingtsun		45		751		342	342
DYES, COLOURS, AND PAINTS		182,963		149,836		111,477	2,876
Antung		66,665		45,273		682	522
Dairen		111,540		97,727		106,832	2,354
Newchwang		2,057		5,134		1,967	0
Harbin		2,509		1,702		1,996	0
Aigun		0		0		—	—
Hunchun		0		0		0	0
Lungchingtsun		192		0		0	0
	(Kilograms)		(Kilograms)		(Kilograms)		
GINSENG	125,500	512,741	245,957	738,606	132,786	835,432	11,709
Antung	3,629	9,263	3,870	11,123	3,508	10,457	10,330
Dairen	28,853	85,150	47,886	129,009	40.223	117,662	1,379
Newchwang	93,018	418,328	194,201	598,474	89,055	707,313	0
Harbin	0	0	0	0	0	0	0
Aigun	0	0	0	0	—	—	—
Hunchun	0	0	0	0	0	0	0
Lungchingtsun	0	0	0	0	0	0	0
IRON AND IRON MANUFACTURES		6,150,389		7,519,213		7,371,348	6,595,758
Antung		365,508		349,812		368,572	368,492
Dairen		5,081,654		5,720,677		5,042,380	4,484,387
Newchwang		686,481		1,444,698		1,957,480	1,742,868
Harbin		16,756		4,083		2,905	0
Aigun		0		0		—	—
Hunchun		0		0		0	0
Lungchingtsun		0		33		11	11

Value of Exports at Manchurian Ports in 1929

To Foreign Countries							To China	
Great Britain	U.S.A.	Germany	France	Russia	Other Countries	Total	Chinese Ports	GRAND TOTAL
939,032	2,064,176	113,704	79,200	5,076	184,456	25,012,965	12,607,638	37,620,603
0	0	0	0	0	0	2,463,006	13,119	2,476,125
794,032	2,064,176	113,704	79,200	4,800	184,456	22,049,603	8,145,311	30,194,914
145,000	0	0	0	0	0	500,099	4,448,828	4,948,927
0	0	0	0	276	0	276	380	656
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	11	0	11
1,591	8	19	327	0	1,271	920,534	50,336	970,870
0	0	0	0	0	0	29,073	135	29,208
839	8	19	327	0	361	385,514	21,523	407,037
752	0	0	0	0	910	505,947	28,604	534,551
0	0	0	0	0	0	0	74	74
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
299,957	0	0	0	15	113	1,060,568	761,390	1,821,958
0	0	0	0	0	0	53,786	55,065	108,851
131,143	0	0	0	0	113	584,432	230,171	814,603
168,814	0	0	0	0	0	419,352	446,728	866,080
0	0	0	0	15	0	15	29,426	29,441
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	2,641	0	2,641
0	0	0	0	0	0	342	0	342
0	0	3,117	0	1,644	0	7,637	103,840	111,477
0	0	0	0	0	0	522	160	682
0	0	3,117	0	0	0	5,471	101,361	106,832
0	0	0	0	0	0	0	1,967	1,967
0	0	0	0	1,644	0	1,644	352	1,996
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
346,144	0	0	0	0	0	357,863	477,579	835,432
0	0	0	0	0	0	10,330	127	10,457
87,986	0	0	0	0	0	89,365	28,297	117,662
258,158	0	0	0	0	0	258,158	449,155	707,313
0	0	0	0	0	0	0	0	0
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	18,000	0	0	106	0	6,813,864	757,484	7,571,348
0	0	0	0	0	0	368,492	80	368,572
0	18,000	0	0	0	0	4,502,387	539,993	5,042,380
0	0	0	0	0	0	1,742,868	214,612	1,957,480
0	0	0	0	106	0	106	2,799	2,905
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	11	0	11

Quantity and Value of Exports at Manchurian Ports

Description of Goods	1927 Quantity (Metric ton)	1927 Value	1928 Quantity (Metric ton)	1928 Value	1929 Quantity (Metric ton)	1929 Value	Japan
OTHER METALS & HARDWARE ...		269,759		261,291		1,224,584	1,040,851
Antung		27,516		34,119		24,130	23,977
Dairen		173,742		182,890		1,130,663	1,016,375
Newchwang.....		48,898		9,731		61,667	450
Harbin		19,492		34,503		8,075	0
Aigun		0		0		—	—
Hunchun		0		0		0	0
Lungchingtsun ...		111		48		49	49
SUNDRIES		8,314,144		9,765,931		11,748,791	7,004,336
Antung		830,826		620,961		637,202	391,212
Dairen		5,429,817		7,264,285		10,398,773	6,520,658
Newchwang.....		186,670		240,538		237,830	36,717
Harbin		1,229,226		1,216,434		220,122	0
Aigun		602,469		422,294		185 775	0
Hunchun		7,524		7,280		16,174	16,174
Lungchingtsun ...		27,612		24,139		52,915	39,575
POSTAL PARCELS		604,951		312,757		433,926	420,190
Antung		27,231		31,807		12,885	12,802
Dairen		492,865		50,765		401,582	401,582
Newchwang.....		16,297		8,872		6,033	3,379
Harbin		24,444		191,418		10,999	0
Aigun		53		0		—	—
Hunchun		27,348		11,590		0	0
Lungchingtsun ...		16,713		18,305		2,427	2,427
TOTAL OF EXPORTS		383,733,762		417,469,616		409,561,209	166,363,076
Antung		63,648,551		49,210,508		42,048,327	35,403,724
Dairen		215,798,691		249,294,636		289 375,378	116,518,760
Newchwang.....		32,883,693		35,498,969		33,320.306	10,272,736
Harbin		70,424,881		78,209,044		40,459,582	0
Aigun		602,631		552,922		185,775	0
Hunchun		1,028,830		1,647,698		911,894	907,909
Lungchingtsun ...		4,346.485		3,055,839		3,259,947	3 259,947
RE-EXPORTS, CHINESE GOODS		7,027,541		5,482,747		3.507,905	647,482
Antung		77,443		65,736		38,071	22,181
Dairen		6,382,194		4,966,810		3,257,835	625,301
Newchwang.....		77,385		83,787		78,873	0
Harbin		170,532		166,315		58,173	0
Aigun		319,987		200,099		74,903	—
Hunchun		0		0		0	0
Lungchingtsun ...		0		0		0	0
RE-EXPORTS, FOREIGN GOODS		12,274,876		11,083,063		12,582,377	1,858,495
Antung		666,483		610,079		485,807	388,578
Dairen		7,849,721		8,203,159		9.810.836	1,321,160
Newchwang.....		220,662		103,200		896,572	144,608
Harbin		3,247,378		1,944,041		1.350,089	0
Aigun		284,271		214,692		34,924	—
Hunchun		0		0		0	0
Lungchingtsun ...		6,361		7,890		4,149	4,149

Value of Exports at Manchurian Ports in 1929

To Foreign Countries							To China	
Great Britain	U.S.A.	Germany	France	Russia	Other Countries	Total	Chinese Ports	GRAND TOTAL
63	10	107,320	90	2,282	0	1,750,516	73,968	1,824,584
0	0	0	0	0	0	23,977	153	24,130
63	10	107,320	90	0	0	1,123,858	6,805	1,130,663
0	0	0	0	0	0	450	61,217	61,667
0	0	0	0	2,282	0	2,282	5,793	8,075
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	49	0	49
646,731	58,165	15,957	10,770	65,078	197,267	7,998,304	3,750,487	11,748,791
0	0	0	0	0	1,656	392,868	244,334	637,202
643,190	57,529	15,957	10,770	0	183,652	7,481,756	2,967,017	10,398,773
3,541	636	0	0	0	10,542	51,236	186,594	237,830
0	0	0	0	65,078	1,617	66,695	153,427	220,122
0	0	0	0	0	0	0	185,775	185,775
0	0	0	0	0	0	16,174	0	16,174
0	0	0	0	0	0	39,575	13,340	52,915
362	564	0	0	111	12,699	433,926	0	433,926
0	0	0	0	0	83	12,885	0	12,885
0	0	0	0	0	0	401,582	0	401,582
362	564	0	0	0	1,728	6,033	0	6,033
0	0	0	0	111	10,888	10,999	0	10,999
—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	2,427	0	2,427
28,576,454	10,204,844	1,248,856	1,098,265	40,143,270	77,967,011	325,601,776	83,959,433	409,561,209
0	3	0	0	0	1,739	35,405,466	6,642,861	42,048,327
27,655,531	10,202,711	1,248,856	1,098,265	635,828	77,481,261	234,841,212	54,534,166	289,375,378
920,923	2,130	0	0	0	122,901	11,318,690	22,001,616	33,320,306
0	0	0	0	39,503,457	361,110	39,864,567	595,015	40,459,582
0	0	0	0	0	0	0	185,775	185,775
0	0	0	0	3,985	0	911,894	0	911,894
0	0	0	0	0	0	3,259,947	0	3,259,947
385,194	1,705,093	68,874	49,577	0	201,716	3,055,936	451,969	3,507,905
0	0	0	0	0	0	22,181	15,890	38,071
385,194	1,705,093	69,874	49,577	0	126,813	2,958,852	299,033	3,257,885
0	0	0	0	0	0	0	78,873	78,873
0	0	0	0	0	0	0	58,173	58,173
—	—	—	—	—	74,903	74,903	0	74,903
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
36,918	34,901	32,235	4,453	1,046,484	950,677	3,964,163	8,618,214	12,582,377
0	0	0	0	0	0	388,578	97,229	485,807
35,970	34,901	32,235	4,453	19,563	81,817	1,530,099	8,280,737	9,810,836
948	0	0	0	0	699,637	845,193	51,379	896,572
0	0	0	0	1,026,921	134,299	1,161,220	188,869	1,350,089
—	—	—	—	—	34,924	34,924	0	34,924
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	4,149	0	4,149

Quantity and Value of Exports at Manchurian Ports

Description of Goods	1927 Quantity (Metric ton)	1927 Value	1928 Quantity (Metric ton)	1928 Value	1929 Quantity (Metric ton)	1929 Value	Japan
TOTAL OF RE-EXPORTS...		19,302,417		16,565,808		16,090,282	2,505,977
Antung		743,926		675,815		523,878	410,759
Dairen		14,231,915		13,169,969		13,068,721	1,946,461
Newchwang.....		298,047		186,987		975,445	144,608
Harbin		3,417,910		2,110,356		1,403,262	0
Aigun		604,258		414,791		109,827	—
Hunchun		0		0		0	0
Lungchingtsun ...		6,361		7,890		4,149	4,149
GRAND TOTAL ...		408,036,179		434,035,424		425,651,491	168,355,713
Antung		64,392,477		49,886,323		42,572,205	35,814,483
Dairen		230,030,606		262,464,605		302,444,099	118,465,221
Newchwang.....		33,181,740		35,685,956		34,295,751	10,417,344
Harbin		73,842,791		80,319,400		41,867,844	0
Aigun		1,206,889		967,713		295,602	—
Hunchun		1,028,830		1,647,698		911,894	907,909
Lungchingtsun ...		4,352,846		3,063,729		3,264,096	3,250,756

Value of Exports at Manchurian Ports in 1929

To Foreign Countries							To China	
Great Britain	U.S.A.	Germany	France	Russia	Other Countries	Total	Chinese Ports	GRAND TOTAL
422,112	1,739,994	99,109	54,030	1,046,484	1,152,393	7,020,099	9,070,183	16,090,282
0	0	0	0	0	0	410,759	113,119	523,878
421,164	1,739,994	99,109	54,030	19,563	208,630	4,488,951	8,579,770	13,068,721
948	0	0	0	0	699,637	845,193	130,252	975,445
0	0	0	0	1,026,921	134,299	1,161,220	247,042	1,408,262
—	—	—	—	—	109,827	109,827	0	109,827
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	4,149	0	4,149
28,998,566	11,944,838	1,347,965	1,152,295	41,189,754	79,119,404	332,608,535	93,042,956	425,651,491
0	3	0	0	0	1,739	35,816,225	6,755,980	42,572,205
28,076,695	11,942,705	1,347,965	1,152,295	655,391	77,689,891	239,330,163	63,113,936	302,444,099
921,871	2,130	0	0	0	822,538	12,163,883	22,131,868	34,295,751
0	0	0	0	40,530,378	495,409	41,025,787	842,057	41,867,844
—	—	—	—	—	109,827	109,827	185,775	295,602
0	0	0	0	3,985	0	911,894	0	911,894
0	0	0	0	0	0	3,250,756	13,340	3,264,096

QUANTITY AND VALUE OF IMPORTS

Quantity and Value of Imports at Manchurian Ports

Description of Goods	1927 Quantity (Metric ton)	1927 Value	1928 Quantity (Metric ton)	1928 Value	1929 Quantity (Metric ton)	1929 Value	Japan
COTTON PIECE GOODS		56,890,522		60,184,592		68,067,259	42,315,049
Antung		26,265,436		29,690,657		29,125,247	26,793,515
Dairen		14,737,668		17,265,750		24,715,046	13,500,497
Newchwang		11,189,521		8,325,804		11,310,339	822,572
Harbin		2,231,573		2,899,614		1,718,162	0
Aigun		0		0		—	—
Hunchun		642,931		542,675		230,930	230,930
Lungchingtsun		1,823,393		1,460,092		967,535	967,535
WOOLLEN GOODS & WOOL & COTTON MIXED GOODS		6,827,438		8,931,069		8,087,654	2,496,851
Antung		309,314		955,406		890,262	730,806
Dairen		5,246,612		6,533,757		6,291,853	1,693,059
Newchwang		1,153,339		1,230,028		831,799	25,130
Harbin		80,861		126,913		25,884	0
Aigun		0		0		—	—
Hunchun		17,828		29,376		7,039	7,039
Lungchingtsun		19,484		55,589		40,817	40,817
SILK PIECE GOODS & SILK & COTTON MIXED GOODS		3,466,711		3,709,576		4,499,168	105,855
Antung		187,577		133,273		144,959	18,008
Dairen		1,838,615		2,078,775		2,657,195	81,648
Newchwang		1,399,729		1,480,599		1,685,238	1,825
Harbin		2,999		3,053		7,402	0
Aigun		0		0		—	—
Hunchun		2,850		2,050		0	0
Lungchingtsun		34,941		11,826		4,374	4,374
MISCELLANEOUS PIECE GOODS		2,450,247		4,575,505		4,061,230	2,519,227
Antung		156,231		395,587		757,708	634,262
Dairen		2,117,186		3,868,597		2,985,587	1,835,775
Newchwang		55,938		169,270		199,342	40,149
Harbin		76,741		75,814		109,552	0
Aigun		0		0		—	—
Hunchun		8,374		29,765		7,332	7,332
Lungchingtsun		35,777		36,472		1,709	1,709
COTTON THREAD		471,566		737,482		487,912	45,596
Antung		49,195		39,254		61,655	6,110
Dairen		239,006		329,583		274,723	32,607
Newchwang		155,134		106,163		104,301	3,326
Harbin		15,445		254,227		43,680	0
Aigun		0		0		—	—
Hunchun		7,469		3,835		1,232	1,232
Lungchingtsun		5,317		4,420		2,321	2,321
COTTON YARN		12,954,175		12,719,635		12,122,712	3,060,812
Antung		2,408,601		3,416,495		3,104,220	2,405,792
Dairen		4,146,941		7,052,483		4,866,920	449,913
Newchwang		6,340,839		2,181,664		4,094,586	152,763
Harbin		3,711		3,741		4,642	0
Aigun		0		0		—	—
Hunchun		12,020		10,920		6,303	6,303
Lungchingtsun		42,063		54,332		46,041	46,041

AT MANCHURIAN PORTS. (Value H.K. Tael.)

Value of Imports at Manchurian Ports in 1929

Foreign Goods								Chinese Goods	
Great Britain	U.S.A.	Germany	France	Russia	Other Countries	China	Total	Chinese Ports	GRAND TOTAL
1,018,299	800,960	77,950	25,868	1,717,466	33,261	1,434,363	47,423,216	20,644,043	68,067,259
1,200	0	0	0	0	0	206,173	27,000,888	2,124,359	29,125,247
238,563	800,960	77,950	25,868	0	33,261	1,227,494	15,904,593	8,810,453	24,715,046
778,536	0	0	0	0	0	0	1,601,108	9,709,231	11,310,339
0	0	0	0	1,717,466	0	696	1,718,162	0	1,718,162
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	230,930	0	230,930
0	0	0	0	0	0	0	967,535	0	967,535
2,314,987	18,103	1,603,223	184,090	15,427	280,207	1,170,158	8,083,046	4,608	8,087,654
6,266	0	11,811	0	0	0	141,379	890,262	0	890,262
1,503,144	18,006	1,591,412	184,090	4,620	265,876	1,028,130	6,288,337	3,516	6,291,853
805,577	0	0	0	0	0	0	830,707	1,092	831,799
0	97	0	0	10,807	14,331	649	25,884	0	25,884
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	7,039	0	7,039
0	0	0	0	0	0	0	40,817	0	40,817
31,186	0	97,418	1,061	7,402	8,716	6,967	258,605	4,240,563	4,499,168
326	0	39,006	0	0	0	1,956	59,306	85,653	114,959
22,197	0	58,412	1,061	0	8,716	5,011	177,045	2,480,150	2,657,195
8,653	0	0	0	0	0	0	10,478	1,674,760	1,685,238
0	0	0	0	7,402	0	0	7,402	0	7,402
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	4,374	0	4,374
264,531	20,203	148,929	30,482	109,519	33,617	135,860	3,262,368	798,862	4,061,230
1,424	0	47,950	0	0	0	12,360	695,996	61,712	757,708
171,371	20,203	100,239	30,482	0	33,617	123,141	2,314,828	670,759	2,985,587
91,736	0	740	0	0	0	326	132,951	66,391	199,342
0	0	0	0	109,519	0	33	109,552	0	109,552
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	7,332	0	7,332
0	0	0	0	0	0	0	1,709	0	1,709
179,585	0	1,213	21,790	43,680	1,111	193,265	486,240	1,672	487,912
0	0	0	0	0	0	55,165	61,275	380	61,655
79,813	0	1,213	21,790	0	0	138,100	273,523	1,200	274,723
99,772	0	0	0	0	1,111	0	104,209	92	104,301
0	0	0	0	43,680	0	0	43,680	0	43,680
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	1,232	0	1,232
0	0	0	0	0	0	0	2,321	0	2,321
132	0	0	105	4,642	0	117	3,065,808	9,056,904	12,122,712
0	0	0	0	0	0	0	2,405,792	698,428	3,104,220
0	0	0	105	0	0	117	450,135	4,416,785	4,866,920
132	0	0	0	0	0	0	152,895	3,941,691	4,094,586
0	0	0	0	4,642	0	0	4,642	0	4,642
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	6,303	0	6,303
0	0	0	0	0	0	0	46,041	0	46,041

Quantity and Value of Imports at Manchurian Ports

Description of Goods	1927 Quantity (Metric ton)	1927 Value	1928 Quantity (Metric ton)	1928 Value	1929 Quantity (Metric ton)	1929 Value	Japan
COTTON, RAW ...	11,272.0	5,985,940	10,940.8	5,870,169	5,497.4	3,137,489	3,767
Antung ...	679.7	360,557	578.0	296,426	707.4	389,164	25
Dairen ...	9,648.9	5,218,235	9,761.9	5,285,740	4,326.7	2,541,973	0
Newchwang...	917.4	395,141	573.0	275,620	455.7	202,610	0
Harbin ...	12.2	5,769	6.0	3,430	0	0	0
Aigun ...	0	0	0	0	—	—	—
Hunchun ...	0	0	0	0	0	0	0
Lungchingtsun ...	13.8	6,238	21.9	8,953	7.6	3,742	3,742
SILK COCOONS, RAW SILK & SILK PRODUCTS ...		248,125		237,785		390,822	207,901
Antung ...		37,272		93,005		85,126	47,207
Dairen ...		198,497		130,240		285,074	160,540
Newchwang...		10,648		11,350		12,483	0
Harbin ...		1,354		2,885		7,985	0
Aigun ...		0		267		—	—
Hunchun ...		0		0		0	0
Lungchingtsun ...		354		38		154	154
MISCELLANEOUS YARN THREADS, AND MATERIALS THERE-OF...		2,462,365		3,418,800		4,381,332	1,077,648
Antung ...		193,287		227,904		372,169	120,124
Dairen ...		1,610,652		2,387,926		3,496,959	773,217
Newchwang...		352,070		469,822		314,478	5,979
Harbin ...		44,979		124,521		19,398	0
Aigun ...		0		0		—	—
Hunchun ...		56,290		62,920		4,679	4,679
Lungchingtsun ...		205,087		145,707		137,649	173,649
CLOTHING AND ACCESSORIES THERE-OF		3,987,368		6,558,985		6,782,651	4,851,166
Antung ...		694,789		1,468,454		1,410,695	1,397,144
Dairen ...		2,631,961		3,981,063		4,370,114	3,222,027
Newchwang...		151,165		252,863		402,753	38,811
Harbin ...		82,675		611,095		305,905	0
Aigun ...		0		0		—	—
Hunchun ...		29,855		31,920		46,433	46,433
Lungchingtsun ...		396,923		213,590		246,751	246,751
RICE ...	23,379.9	2,226,271	39,182.4	2,479,017	21,919.7	1,927,356	319,638
Antung ...	709.4	68,663	1,381.5	98,258	1,584.6	134,735	18,281
Dairen ...	21,667.3	2,050,718	34,817.7	2,104,768	18,683.0	1,639,566	298,196
Newchwang...	997.4	106,409	2,967.7	274,380	1,585.0	144,878	20
Harbin ...	0	0	6.4	825	36.8	5,036	0
Aigun ...	0	0	0	0	—	—	—
Hunchun ...	3.0	250	5.2	430	13.6	1,800	1,800
Lungchingtsun ...	2.8	231	3.9	356	16.7	1,341	1,341
OTHER CEREALS AND SEEDS ...	41,640.9	3,055,292	40,155.3	2,770,391	52,548.3	3,561,076	203,585
Antung ...	230.9	25,648	68.0	9,275	988.1	57,437	35,290
Dairen ...	34,529.8	2,562,296	34,817.7	2,433,120	45,306.6	3,145,419	132,554
Newchwang...	731.3	79,425	197.5	40,361	447.0	34,284	0
Harbin ...	6,128.1	383,546	5,032.7	280,812	5,298.5	288,185	0
Aigun ...	0	0	0	0	—	—	—
Hunchun ...	5.9	929	12.6	1,887	432.3	30,163	30,163
Lungchingtsun ...	14.9	3,451	26.8	4,936	75.8	5,588	5,588

Value of Imports at Manchurian Ports in 1929

Foreign Goods						Chinese Goods			
Great Britain	U.S.A.	Germany	France	Russia	Other Countries	China	Total	Chinese Ports	GRAND TOTAL
0	0	0	0	0	0	558,362	562,129	2,575,360	3,137,489
0	0	0	0	0	0	0	25	389,139	389,164
0	0	0	0	0	0	558,362	558,362	1,983,611	2,541,973
0	0	0	0	0	0	0	0	202,610	202,610
0	0	0	0	0	0	0	0	0	0
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	3,742	0	3,742
9,817	1,513	1,776	988	807	8,270	2,976	234,048	156,774	390,822
0	0	0	0	0	0	0	47,207	37,919	85,126
8,883	1,513	1,776	988	0	1,092	2,976	177,768	107,306	285,074
934	0	0	0	0	0	0	934	11,549	12,483
0	0	0	0	807	7,178	0	7,985	0	7,985
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	154	0	154
1,743,287	2,483	729,430	0	19,398	74,336	235,467	3,882,049	499,283	4,381,332
39,767	0	121,588	0	0	2,803	40,278	324,560	47,609	372,169
1,528,915	2,483	596,556	0	0	68,722	194,193	3,164.086	332,873	3,496,959
174,605	0	11,286	0	0	2,811	996	195,677	118,801	314,478
0	0	0	0	19,398	0	0	19,398	0	19,398
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	4,679	0	4,679
0	0	0	0	0	0	0	173,649	0	173,649
120,936	84,977	217,917	30,445	176,718	177,159	97,316	5,856,634	926,017	6,782,651
51	20	144	0	0	33	449	1,397,841	12,854	1,410,695
73,351	53,814	217,100	30,445	4,860	72,100	96,442	3,770,139	599,975	4,370,114
47,534	420	673	0	0	3,286	417	91,141	311,612	402,753
0	30,723	0	0	171,858	101,740	8	304,329	1,576	305,905
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	46,433	0	46,433
0	0	0	0	0	0	0	246,751	0	246,751
680,466	0	0	60,985	429	0	105,180	1,166.698	760,658	1,927,356
3,186	0	0	0	0	0	0	21,467	113,268	134,735
677,280	0	0	60,985	0	0	0	1,036,461	603,105	1,639,566
0	0	0	0	0	0	105,180	105.200	39,678	144,878
0	0	0	0	429	0	0	429	4,607	5,036
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	1,800	0	1,800
0	0	0	0	0	0	0	1,341	0	1,341
264	478	8,376	287	23,038	0	763	236,801	3,324,275	3,561,076
0	0	0	0	0	0	75	35,365	22,072	57,437
264	478	8,376	287	0	0	65	142,024	3,003,395	3,145,419
0	0	0	0	0	0	623	623	33,661	34,284
0	0	0	0	23,038	0	0	23,038	265,147	288.185
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	30,163	0	30,163
0	0	0	0	0	0	0	5,588	0	5,588

Quantity and Value of Imports at Manchurian Ports

Description of Goods	1927 Quantity (Metric ton)	1927 Value	1928 Quantity (Metric ton)	1928 Value	1929 Quantity (Metric ton)	1929 Value	Japan
WHEAT FLOUR ...	91,609.9	7,834,182	105,456.8	8,371,914	276,041.4	23,462,525	10,324,212
Antung	18,238.5	1,424,423	8,546.8	680,466	24,912.4	2,086,210	302,933
Dairen	48.551.3	4,638,568	45,284.9	3,798,583	169,552.6	15,088,125	6,785,530
Newchwang.....	21,512.1	1,465,328	45,944.7	3,404,003	72,325.4	5,425,942	2,373,501
Harbin	555.5	69,806	163.3	18,090	0	0	0
Aigun	0	0	0	0	—	—	—
Hunchun	1,492.0	123,345	2,376.9	196,500	3,319.7	301,890	301,890
Lungchingtsun ...	1,260.5	112,712	3,140.2	274,272	5,931.3	560,358	560,358
VEGETABLES		977,306		922,678		927,360	430,596
Antung		44,892		53,658		48,663	27,095
Dairen		470,211		571,369		665,540	394,813
Newchwang.....		159,879		122,144		176,405	0
Harbin		296,730		167,628		28,064	0
Aigun		0		0		—	—
Hunchun		730		2,032		688	688
Lungchingtsun ...		4,864		5,847		8,000	8,000
FRUITS.....		3,131,429		2,945,207		3,562,921	2,028,179
Antung		425,139		428,342		631,801	582,301
Dairen		2,044,425		1,881,119		2,205,239	1,399,053
Newchwang.....		196,985		192,974		231,406	0
Harbin		400,290		372,620		447,530	0
Aigun		243		440		—	—
Hunchun		9,637		12,105		8,339	8,219
Lungchingtsun ...		54,710		57,607		38,606	38,606
SUGARS	68,257.4	8,957,913	73,677.0	9,089,994	86,058.4	9,994,622	6,898,748
Antung	9,056.8	1,304,184	16,016.3	1,829,362	19,899.7	2,446,184	2,333,257
Dairen	24,510.4	2,817,851	30,141.3	3,604,891	42,913.5	4,586,028	3,844,030
Newchwang.....	12,881.6	1,343,123	9,577.1	920,325	13,019.8	1,411,552	581,617
Harbin	20,705.3	3,353,394	16,243.7	2,519,018	9,081.6	1,411,014	0
Aigun	0	0	16.8	4,488	—	—	—
Hunchun	238.2	27,734	415.1	48,134	219.2	23,604	23,604
Lungchingtsun ...	865.1	111,597	1,266.7	163,776	924.6	116,240	116,240
MARINE PRODUCTS		3,519,751		4,504,470		3,940,942	2,454,449
Antung		568,509		496,917		558,384	540,879
Dairen		1,792,854		2,719,601		2,483,367	1,678,732
Newchwang.....		233,778		200,414		313,728	18,949
Harbin		622,948		812,471		368,167	0
Aigun		227		369		—	—
Hunchun		30,411		31,660		19,647	18,240
Lungchingtsun ...		271,024		243,038		197,649	197,649
OTHER PROVISIONS		5,643,197		6,881,762		7,664,364	2,078,055
Antung		201,560		243,768		212,006	111,290
Dairen		3,130,897		3,460,033		3,376,193	1,887,351
Newchwang.....		2,053,570		2,834,503		3,526,924	7,996
Harbin		166,896		256,105		477,823	0
Aigun		0		1,205		—	—
Hunchun		16,108		26,024		5,477	5,477
Lungchingtsun ...		74,166		60,124		65,941	65,941

Value of Imports at Manchurian Ports in 1929

Foreign Goods								Chinese Goods	
Great Britain	U.S.A.	Germany	France	Russia	Other Countries	China	Total	Chinese Ports	GRAND TOTAL
2,535,140	7,023,924	0	0	0	0	25,350	20,508,626	2,953,899	23,462,525
940	69,343	0	0	0	0	18,479	991,695	1,094,515	2,086,210
2,279,760	5,668,354	0	0	0	0	6,871	14,740,515	347,610	15,088,125
254,440	1,286,227	0	0	0	0	0	3,914,168	1,511,774	5,425,942
0	0	0	0	0	0	0	0	0	0
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	301,890	0	301,890
0	0	0	0	0	0	0	560,358	0	560,358
29,418	961	1,438	0	16,258	17,816	26,711	523,198	404,162	927,360
0	0	0	0	0	0	269	27,364	21,299	48,663
28,453	961	1,438	0	490	17,816	300	444,271	221,269	665,540
965	0	0	0	0	0	26,142	27,107	149,298	176,405
0	0	0	0	15,768	0	0	15,768	12,296	28,064
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	688	0	688
0	0	0	0	0	0	0	8,000	0	8,000
11,893	55,644	5,439	472	447,586	5,168	69,293	2,623,674	939,247	3,562,921
0	0	0	0	0	0	206	582,507	49,294	631,801
2,527	55,644	5,439	472	0	5,168	51,342	1,519,645	685,594	2,205,239
9,366	0	0	0	0	0	17,745	27,111	204,295	231,406
0	0	0	0	447,466	0	0	447,466	64	447,530
—	—	—	—	—	—	—	—	—	—
0	0	0	0	120	0	0	8,339	0	8,339
0	0	0	0	0	0	0	38,606	0	38,606
754,259	0	1,280	0	1,455,030	52,927	825,071	9,987,315	7,307	9,994,622
87,284	0	0	0	0	0	21,261	2,441,802	4,382	2,446,184
621,252	0	1,280	0	44,016	52,927	22,155	4,585,660	368	4,586,028
45,723	0	0	0	0	0	781,655	1,408,995	2,557	1,411,552
0	0	0	0	1,411,014	0	0	1,411,014	0	1,411,014
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	23,604	0	23,604
0	0	0	0	0	0	0	116,240	0	116,240
181,106	2,437	99	0	576,677	0	79,483	3,294,251	646,691	3,940,942
2,826	2,250	0	0	0	0	1,390	547,345	11,039	558,384
138,850	187	99	0	209,720	0	68,190	2,095,778	387,589	2,483,367
39,430	0	0	0	0	0	7,730	66,109	247,619	313,728
0	0	0	0	365,550	0	2,173	367,723	444	368,167
—	—	—	—	—	—	—	—	—	—
0	0	0	0	1,407	0	0	19,647	0	19,647
0	0	0	0	0	0	0	197,649	0	197,649
256,324	307,702	59,042	15,695	521,169	70,950	471,627	3,780,564	3,883,800	7,664,364
4,057	394	39	—	0	326	46,958	163,064	48,942	212,006
167,156	307,308	58,964	15,695	44,534	70,624	350,095	2,901,727	474,466	3,376,193
85,111	0	39	0	0	0	74,574	167,720	3,359,204	3,526,924
0	0	0	0	476,635	0	0	476,635	1,188	477,823
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	5,477	0	5,477
0	0	0	0	0	0	0	65,941	0	65,941

Quantity and Value of Imports at Manchurian Ports

Description of Goods	1927 Quantity (Metric ton)	1927 Value	1928 Quantity (Metric ton)	1928 Value	1929 Quantity (Metric ton)	1929 Value	Japan
TEA		3,619,109		3,939,733		3,612,651	137,599
Antung		58,062		56,997		36,362	14,305
Dairen		674,026		625,523		376,570	120,560
Newchwang		2,709,735		3,125,360		3,184,372	359
Harbin		174,841		127,603		12,972	0
Aigun		0		0		—	—
Hunchun		1,920		3,280		1,340	1,340
Lungchingtsun		525		970		1,035	1,035
LIQUOR AND OTHER BEVERAGE		2,493,346		2,863,147		2,767,638	2,042,061
Antung		455,190		501,466		380,978	356,862
Dairen		1,860,415		2,066,066		2,129,051	1,575,488
Newchwang		75,555		92,376		154,910	51,494
Harbin		28,713		112,569		44,482	0
Aigun		0		0		—	—
Hunchun		10,995		15,966		9,573	9,573
Lungchingtsun		62,478		74,704		48,644	48,644
CIGARETTES & CIGARS		5,840,825		8,419,110		12,653,260	159,565
Antung		73,313		78,138		133,841	3,982
Dairen		5,399,090		7,959,188		12,247,398	74,268
Newchwang		56,084		19,825		144,452	200
Harbin		50,183		28,519		46,454	0
Aigun		0		2,294		—	—
Hunchun		0		0		0	0
Lungchingtsun		262,155		331,146		81,115	81,115
TOBACCO		6,154,767		5,313,335		4,414,202	408,079
Antung		86,946		27,009		95,649	57,080
Dairen		5,414,445		5,097,544		3,922,852	204,805
Newchwang		635,144		174,774		391,678	145,974
Harbin		16,442		10,396		3,803	0
Aigun		0		40		—	—
Hunchun		1,610		3,400		220	220
Lungchingtsun		180		172		0	0
CIGARETTES MAKING MATERIALS		596,008		653,290		1,088,274	301,087
Antung		1,321		1,354		8,593	8,593
Dairen		588,481		646,480		1,026,862	243,689
Newchwang		3,390		0		51,633	47,806
Harbin		175		1,786		187	0
Aigun		0		0		—	—
Hunchun		748		1,293		108	108
Lungchingtsun		1,893		2,377		891	891
FURNITURE		1,470,580		1,564,749		1,438,309	719,592
Antung		107,055		99,636		57,142	47,233
Dairen		1,277,109		1,332,942		1,145,148	621,609
Newchwang		35,878		40,729		89,988	11,781
Harbin		27,545		70,140		107,062	0
Aigun		0		0		—	—
Hunchun		2,817		3,225		8,292	8,292
Lungchingtsun		20,186		18,077		30,677	30,677

Value of Imports at Manchurian Ports in 1929

Foreign Goods								Chinese Goods	
Great Britain	U.S.A.	Germany	France	Russia	Other Countries	China	Total	Chinese Ports	GRAND TOTAL
41,736	0	0	5,345	12,972	240	3,587	201,479	3,411,172	3,612,651
681	0	0	0	0	0	122	15,108	21,254	36,362
41,055	0	0	5,345	0	240	3,465	170,665	205,905	376,570
0	0	0	0	0	0	0	359	3,184,013	3,184,372
0	0	0	0	12,972	0	0	12,972	0	12,972
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	1,340	0	1,340
0	0	0	0	0	0	0	1,035	0	1,035
166,032	134	35,290	90,771	44,382	27,541	69,728	2,475,939	291,699	2,767,638
560	0	0	226	0	0	8,003	365,651	15,327	380,978
137,111	134	35,124	90,511	0	27,541	61,725	1,927,634	201,417	2,129,051
28,361	0	166	34	0	0	0	80,055	74,855	154,910
0	0	0	0	44,382	0	0	44,382	100	44,482
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	9,573	0	9,573
0	0	0	0	0	0	0	48,644	0	48,644
3,371,223	38,783	6,350	1,603	33,569	15,441	416,572	4,043,106	8,610,154	12,653,260
1,986	4,622	0	0	0	391	5,999	16,980	116,861	133,841
3,367,889	33,951	6,350	1,603	0	15,050	410,573	3,909,684	8,337,714	12,247,398
1,348	210	0	0	0	0	0	1,758	142,694	144,452
0	0	0	0	33,569	0	0	33,569	12,885	46,454
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	81,115	0	81,115
18,412	564,206	6,968	0	3,803	21,280	1,966,792	2,989,540	1,424,662	4,414,202
0	0	0	0	0	0	331	57,411	38,238	95,649
2,204	564,206	6,968	0	0	21,280	1,966,461	2,765,924	1,156,928	3,922,852
16,208	0	0	0	0	0	0	162,182	229,496	391,678
0	0	0	0	3,803	0	0	3,803	0	3,803
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	220	0	220
0	0	0	0	0	0	0	0	0	0
53,314	17,783	0	21,755	187	11,269	94,290	499,685	588,589	1,088,274
0	0	0	0	0	0	0	8,593	0	8,593
51,242	17,783	0	21,755	0	9,514	94,290	438,273	588,589	1,026,862
2,072	0	0	0	0	1,755	0	51,633	0	51,633
0	0	0	0	187	0	0	187	0	187
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	108	0	108
0	0	0	0	0	0	0	891	0	891
98,044	30,059	140,274	3,547	108,631	26,493	70,231	1,196,871	241,438	1,438,309
0	0	752	0	0	0	3,888	51,873	5,269	57,142
58,797	30,059	139,522	3,547	1,713	26,471	66,324	948,042	197,106	1,145,148
39,247	0	0	0	0	22	10	51,060	38,928	89,988
0	0	0	0	106,918	0	9	106,927	135	107,062
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	8,292	0	8,292
0	0	0	0	0	0	0	30,677	0	30,677

Quantity and Value of Imports at Manchurian Ports

Description of Goods	1927 Quantity (Metric ton)	1927 Value	1928 Quantity (Metric ton)	1928 Value	1929 Quantity (Metric ton)	1929 Value	Japan
CHEMICAL PRODUCTS AND MEDICINES		6,127,287		6,575,627		7,394,799	2,642,599
Antung		560,489		590,944		506,689	366,693
Dairen		3,839,231		4,368,330		5,530,130	2,019,862
Newchwang		1,451,631		1,212,674		982,453	142,867
Harbin		185,976		281,113		262,350	0
Aigun		0		36		—	—
Hunchun		19,496		21,694		25,758	25,758
Lungchingtsun		70,464		100,836		87,419	87,419
DYES, COLOURS AND PAINTS		3,139,931		2,961,182		3,665,559	593,817
Antung		167,829		140,053		167,043	39,987
Dairen		1,056,867		1,395,885		1,603,110	517,096
Newchwang		1,808,428		1,150,940		1,738,472	24,779
Harbin		65,900		230,610		144,974	0
Aigun		0		0		—	—
Hunchun		4,043		5,079		1,928	1,928
Lungchingtsun		36,864		38,615		10,027	10,027
KEROSENE OIL	(Litre) 78,161,215	6,251,783	(Litre) 96,890,081	6,770,000	(Litre) 115,233,283	7,691,927	346,143
Antung	6,038,678	469,132	4,847,205	370,124	3,077,663	218,151	155,151
Dairen	44,318,418	3,839,135	44,398,057	3,224,089	58,735,076	4,397,550	64,672
Newchwang	19,617,571	1,149,279	36,430,760	2,104,657	48,207,133	2,543,805	0
Harbin	6,853,482	634,411	9,743,771	889,237	4,351,173	406,101	0
Aigun	105,613	11,160	83,279	8,800	—	—	—
Hunchun	63,178	6,676	315,570	33,346	55,891	5,906	5,906
Lungchingtsun	1,164,275	141,990	1,071,439	139,747	806,347	120,414	120,414
MACHINE OIL	(Litre) 15,329,957	1,468,513	(Litre) 16,035,524	1,441,243	(Litre) 12,641,354	1,453,265	276,909
Antung	436,798	39,840	411,368	33,416	374,565	38,062	37,577
Dairen	13,349,415	1,278,035	12,757,553	1,098,032	11,123,617	1,296,690	228,585
Newchwang	239,710	20,211	337,359	26,040	747,760	65,445	442
Harbin	1,144,415	113,284	2,441,920	269,121	321,165	42,763	0
Aigun	0	0	946	100	—	—	—
Hunchun	8,406	833	11,719	1,413	5,845	636	636
Lungchingtsun	151,223	16,310	74,659	13,121	68,402	9,669	9,669
OTHER OILS, FATS AND WAXES		1,798,688		2,736,450		3,147,917	301,879
Antung		53,174		50,580		49,165	42,503
Dairen		1,125,703		1,687,981		2,098,865	250,779
Newchwang		366,079		688,305		739,416	2,205
Harbin		247,575		300,736		254,079	0
Aigun		0		105		—	—
Hunchun		2,133		2,401		2,211	2,211
Lungchingtsun		4,024		6,342		4,181	4,181
CANDLE	1,025.8	218,284	462.3	116,193	1,010.7	299,419	2,228
Antung	23.7	6,192	16.3	4,442	14.2	4,791	41
Dairen	811.5	164,188	281.1	65,524	820.4	244,046	1,372
Newchwang	181.9	43,975	124.6	29,481	152.3	41,197	0
Harbin	0	0	34.6	14,347	21.8	8,570	0
Aigun	0	0	0	0	—	—	—
Hunchun	1.0	360	0.9	300	0.2	75	75
Lungchingtsun	7.7	3,569	4.8	2,099	1.8	740	740

Value of Imports at Manchurian Ports in 1929

Foreign Goods								Chinese Goods	
Great Britain	U.S.A.	Germany	France	Russia	Other Countries	China	Total	Chinese Ports	GRAND TOTAL
1,706,135	59,559	250,284	20,794	234,398	1,004,761	556,763	6,475,293	919,506	7,394,799
1,879	0	47,321	0	0	831	31,227	447,951	58,738	506,689
1,572,867	58,526	202,589	20,794	2,331	958,819	447,253	5,283,041	247,089	5,530,130
131,389	210	374	—	0	16,622	78,270	369,732	612,721	982,453
0	823	0	0	232,067	28,489	13	261,392	958	262,350
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	25,758	0	25,758
0	0	0	0	0	0	0	87,419	0	87,419
1,877,514	51,348	192,625	21,099	149,277	154,598	476,500	3,516,858	148,721	3,665,559
19,487	34	0	0	0	253	103,906	163,667	3,381	167,048
421,132	13,014	113,970	21,099	4,303	127,226	311,135	1,528,975	74,135	1,603,110
1,436,895	38,300	78,655	0	0	27,119	61,519	1,667,267	71,205	1,738,472
0	0	0	0	144,974	0	0	144,974	0	144,974
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	1,928	0	1,928
0	0	0	0	0	0	0	10,027	0	10,027
612,754	5,037,112	0	0	406,101	498,644	791,173	7,691,927	0	7,691,927
0	0	0	0	0	0	63,000	218,151	0	218,151
405,497	3,199,208	0	0	0	0	728,173	4,397,550	0	4,397,550
207,257	1,837,904	0	0	0	498,644	0	2,543,805	0	2,543,805
0	0	0	0	406,101	0	0	406,101	0	406,101
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	5,906	0	5,906
0	0	0	0	0	0	0	120,414	0	120,414
202,306	797,474	454	0	42,794	795	131,933	1,452,665	600	1,453,265
0	0	0	0	0	0	485	38,062	0	38,062
137,303	797,474	454	0	31	795	131,448	1,296,090	600	1,296,690
65,003	0	0	0	0	0	0	65,445	0	65,445
0	0	0	0	42,763	0	0	42,763	0	42,763
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	636	0	636
0	0	0	0	0	0	0	9,669	0	9,669
823,081	1,340,038	5,195	881	254,806	20,536	198,518	2,944,934	202,983	3,147,917
55	0	0	0	0	0	2,368	44,926	4,239	49,165
176,698	1,340,038	5,195	881	882	20,536	188,692	1,963,701	115,164	2,098,865
646,328	0	0	0	0	0	7,458	655,991	83,425	739,416
0	0	0	0	253,924	0	0	253,924	155	254,079
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	2,211	0	2,211
0	0	0	0	0	0	0	4,181	0	4,181
204	0	0	0	8,570	227	0	11,229	288,190	299,419
0	0	0	0	0	0	0	41	4,750	4,791
0	0	0	0	0	227	0	1,599	242,447	244,046
204	0	0	0	0	0	0	204	40,993	41,197
0	0	0	0	8,570	0	0	8,570	0	8,570
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	75	0	75
0	0	0	0	0	0	0	740	0	740

Quantity and Value of Imports at Manchurian Ports

Description of Goods	1927 Quantity (Metric ton)	1927 Value	1928 Quantity (Metric ton)	1928 Value	1929 Quantity (Metric ton)	1929 Value	Japan
CANDLE MAKING MATERIALS...		677,633		955,071		832,423	133,789
Antung		39,648		50,891		51,444	15,440
Dairen		461,957		525,844		553,611	82,855
Newchwang.....		170,861		356,801		221,694	0
Harbin		735		15,235		180	0
Aigun		0		0		—	—
Hunchun		1,812		1,356		1,127	1,127
Lungchingtsun ...		2,625		4,944		4,367	4,367
SOAP		1,022,900		1,155,934		1,318,103	787,804
Antung		133,911		136,059		115,905	87,260
Dairen		728,245		833,781		813,888	661,634
Newchwang.....		116,880		137,115		344,937	21,198
Harbin		15,709		16,585		25,453	0
Aigun		0		0		—	—
Hunchun		4,875		6,083		2,388	2,180
Lungchingtsun ...		23,280		26,311		15,532	15,532
MATCHES	(Gross) 445,864	151,697	(Gross) 448,678	167,823	(Gross) 430,797	174,924	146,117
Antung	179,293	48,034	78,856	32,171	127,025	66,678	66,585
Dairen	158,564	54,643	231,755	74,284	152,474	45,814	35,358
Newchwang.....	0	0	120	53	2,500	625	625
Harbin	0	0	8,086	3,463	41,424	18,258	0
Aigun	0	0	1,389	695	—	—	—
Hunchun	23,316	9,326	30,069	12,028	23,638	7,683	7,683
Lungchingtsun ...	84,691	39,694	98,403	45,129	83,736	35,866	35,866
MATCH MAKING MATERIALS...		221,946		215,602		203,580	113,062
Antung		40,667		17,345		8,518	3,695
Dairen		91,050		131,603		156,161	71,824
Newchwang.....		90,097		66,517		38,018	37,369
Harbin		0		123		659	0
Aigun		0		0		—	—
Hunchun		123		0		0	0
Lungchingtsun ...		9		14		174	174
COAL AND COKE	193,599.8	2,136,444	239,400.1	2,863,809	165,418.0	1,662,182	30,093
Antung	1,063.8	13,038	874.8	10,056	8,893.0	79,015	9,640
Dairen	14,017.7	150,956	24,615.6	257,830	24,682.7	227,098	15,683
Newchwang.....	21,396.9	141,445	17,620.5	70,995	23,560.0	146,857	0
Harbin	156,766.8	1,811,174	194,698.1	2,483,786	108,138.0	1,204,442	0
Aigun	0	0	0	0	—	—	—
Hunchun	30.5	1,948	298.7	21,728	10.2	210	210
Lungchingtsun ...	324.1	17,883	1,292.4	19,414	134.1	4,560	4,560
IRON AND STEEL	146,209.0	12,159,310	227,714.4	17,928,112	207,603.8	17,151,298	7,213,945
Antung	5,020.5	318,878	2,160.7	166,471	211.7	151,222	108,152
Dairen	108,466.1	8,927,030	151,723.5	11,098,700	169.400.2	13,292,682	6,713,632
Newchwang.....	11,953.0	943,292	9,260.1	1,049,593	7,327.0	755,914	209,820
Harbin	18,305.8	1,665,665	62.809.1	4,755,641	29,613.1	2,769.139	0
Aigun	0	0	0	0	—	—	—
Hunchun	416.4	42,311	379.9	40,539	158.6	16,914	16,914
Lungchingtsun ...	2,047.2	262,134	1,381.1	217,168	893.2	165,427	165,427

Value of Imports at Manchurian Ports in 1929

Foreign Goods								Chinese Goods	
Great Britain	U.S.A.	Germany	France	Russia	Other Countries	China	Total	Chinese Ports	GRAND TOTAL
204,515	215,229	0	0	180	165,553	141,585	831,151	1,272	832,423
0	0	0	0	0	12,904	23,100	51,444	0	51,444
18,436	215,229	0	0	0	117,034	118,785	552,339	1,272	553,611
186,079	0	0	0	0	35,615	0	221,694	0	221,694
0	0	0	0	180	0	0	180	0	180
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	1,127	0	1,127
0	0	0	0	0	0	0	4,367	0	4,367
158,842	2,428	10,704	8,882	25,661	2,039	62,192	1,056,352	261,751	1,318,103
0	0	0	0	0	0	1,162	88,422	27,483	115,905
47,962	2,428	10,704	8,882	0	2,039	60,996	794,645	19,243	813,888
108,680	0	0	0	0	0	34	129,912	215,025	344,937
0	0	0	0	25,453	0	0	25,453	0	25,453
—	—	—	—	—	—	—	—	—	—
0	0	0	0	208	0	0	2,388	0	2,388
0	0	0	0	0	0	0	15,532	0	15,532
0	0	0	0	18,258	4,296	1,081	169,752	5,172	174,924
0	0	0	0	0	0	0	66,585	93	66,678
0	0	0	0	0	4,296	1,081	40,735	5,079	45,814
0	0	0	0	0	0	0	625	0	625
0	0	0	0	18,258	0	0	18,258	0	18,258
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	7,683	0	7,683
0	0	0	0	0	0	0	35,866	0	35,866
992	0	51,180	0	659	29,741	2,356	197,990	5,540	203,530
0	0	0	0	0	0	611	4,306	4,212	8,518
800	0	51,180	0	0	29,741	1,745	155,290	871	156,161
192	0	0	0	0	0	0	37,561	457	38,018
0	0	0	0	659	0	0	659	0	659
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	174	0	174
0	0	0	0	1,204,442	0	435	1,234,970	427,212	1,662,182
0	0	0	0	0	0	0	9,640	69,375	79,015
0	0	0	0	0	0	435	16,118	210,980	227,098
0	0	0	0	0	0	0	0	146,857	146,857
0	0	0	0	1,204,442	0	0	1,240,442	0	1,204,442
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	210	0	210
0	0	0	0	0	0	0	4,560	0	4,560
812,136	842,954	343,813	85,594	2,786,635	4,533,419	512,200	17,130,696	20,602	17,151,298
1,955	0	248	0	0	0	39,467	149,822	1,400	151,222
285,598	842,954	337,442	85,594	17,746	4,523,988	469,230	13,276,184	16,498	13,292,682
524,583	0	6,123	0	0	9,431	3,422	753,379	2,535	755,914
0	0	0	0	2,768,889	0	81	2,768,970	169	2,769,139
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	16,914	0	16,914
0	0	0	0	0	0	0	155,427	0	155,427

Quantity and Value of Imports at Manchurian Ports

Description of Goods	1927 Quantity (Metric ton)	1927 Value	1928 Quantity (Metric ton)	1928 Value	1929 Quantity (Metric ton)	1929 Value	Japan
OTHER METALS AND MINERALS		3,627,355		2,881,352		2,406,341	1,854,686
Antung		78,584		83,818		102,666	88,250
Dairen		1,675,846		1,372,136		1,567,621	1,281,249
Newchwang		1,844,258		995,418		563,844	482,746
Harbin		18,396		419,018		169,759	0
Aigun		0		0		—	—
Hunchun		549		362		295	295
Lungchingtsun		9,722		10,600		2,156	2,156
HARDWARE		3,170,392		3,694,933		3,775,642	1,803,349
Antung		126,822		127,268		134,441	106,010
Dairen		2,297,976		2,804,913		2,646,371	1,563,294
Newchwang		514,422		288,562		649,004	90,296
Harbin		169,757		388,500		302,077	0
Aigun		480		284		—	—
Hunchun		9,724		12,785		3,980	3,980
Lungchingtsun		51,211		72,621		39,769	39,769
MACHINE AND MACHINERY		9,006,370		10,503,058		11,861,281	5,544,205
Antung		307,720		272,593		212,201	192,904
Dairen		6,549,940		7,563,732		10,035,305	4,946,191
Newchwang		1,582,890		1,144,988		679,074	349,771
Harbin		500,688		1,439,219		879,362	0
Aigun		628		706		—	—
Hunchun		9,150		11,116		4,357	4,357
Lungchingtsun		55,354		70,704		50,982	50,982
VEHICLES		6,600,867		7,130,275		9,260,886	3,603,333
Antung		104,403		65,493		48,523	45,102
Dairen		5,874,543		6,271,811		8,791,577	3,530,531
Newchwang		6,254		130,159		25,964	11,089
Harbin		585,647		621,279		378,211	0
Aigun		10		4		—	—
Hunchun		2,924		1,710		486	486
Lungchingtsun		27,086		39,819		16,125	16,125
CEMENT	30,458.6	542,466	20,594.2	435,179	33,830.0	590,136	525,399
Antung	6,806.5	106,414	4,532.3	71,247	10,140.0	166,417	159,195
Dairen	20,922.3	355,108	10,793.1	203,194	19,928.8	346,188	345,068
Newchwang	587.5	9,554	296.1	3,391	1,551.9	17,172	0
Harbin	1,057.1	35,307	4,464.9	136,575	1,731.5	39,223	0
Aigun	0	0	0	0	—	—	—
Hunchun	111.8	2,918	37.1	920	74.3	1,718	1,718
Lungchingtsun	973.4	33,165	470.7	19,852	403.5	19,418	19,418
TIMBER AND BAMBOO, ETC.		2,817,347		4,515,467		4,501,996	3,132,492
Antung		556,492		1,664,926		1,202,847	1,197,742
Dairen		1,508,035		1,903,188		2,653,517	1,872,673
Newchwang		422,128		368,644		526,221	61,090
Harbin		318,313		576,519		118,424	0
Aigun		0		0		—	—
Hunchun		302		219		137	137
Lungchingtsun		2,077		1,971		850	850

Value of Imports at Manchurian Ports in 1929

Foreign Goods								Chinese Goods	
Great Britain	U.S.A.	Germany	France	Russia	Other Countries	China	Total	Chinese Ports	GRAND TOTAL
180,758	23,245	55,624	342	169,759	13,152	72,270	2,339,846	66,495	2,406,341
474	0	12,480	0	0	0	1,462	102,666	0	102,666
99,343	23,245	42,736	342	0	13,152	45,870	1,505,937	61,684	1,567,621
50,941	0	408	0	0	0	24,938	559,033	4,811	563,844
0	0	0	0	169,759	0	0	169,759	0	169,759
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	295	0	295
0	0	0	0	0	0	0	2,156	0	2,156
182,770	148,093	651,676	13,624	290,132	63,569	107,969	3,261,182	514,460	3,775,642
0	180	11,389	0	0	227	10,909	128,715	5,726	134,441
68,888	145,473	620,797	13,624	5,556	47,961	96,808	2,562,491	83,880	2,646,371
113,882	0	19,490	0	0	407	152	224,227	424,777	649,004
0	2,440	0	0	284,576	14,974	10	302,000	77	302,077
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	3,980	0	3,980
0	0	0	0	0	0	0	39,769	0	39,769
1,026,718	1,723,228	1,584,252	151,748	857,457	358,531	393,473	11,639,612	221,669	11,861,281
1,428	3,401	668	0	0	99	2,524	201,024	11,177	212,201
827,010	1,713,370	1,497,821	151,748	91,154	248,664	390,669	9,866,627	168,678	10,035,305
198,280	0	85,763	0	0	4,959	250	639,023	40,051	679,074
0	6,457	0	0	766,303	104,809	30	877,599	1,763	879,362
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	4,357	0	4,357
0	0	0	0	0	0	0	50,982	0	50,982
235,608	3,580,837	381,047	25,682	388,253	727,514	310,822	9,253,096	7,790	9,260,886
42	0	0	0	0	0	3,241	48,385	138	48,523
231,875	3,573,094	380,117	25,247	11,162	727,514	307,581	8,787,121	4,456	8,791,577
3,691	7,743	930	435	0	0	0	23,888	2,076	25,964
0	0	0	0	377,091	0	0	377,091	1,120	378,211
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	486	0	486
0	0	0	0	0	0	0	16,125	0	16,125
0	4	0	0	33,223	0	57	564,683	25,453	590,136
0	0	0	0	0	0	0	159,195	7,222	166,417
0	4	0	0	0	0	57	345,129	1,059	346,188
0	0	0	0	0	0	0	0	17,172	17,172
0	0	0	0	39,223	0	0	39,223	0	39,223
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	1,718	0	1,718
0	0	0	0	0	0	0	19,418	0	19,418
138,015	356,174	0	0	286,548	0	46,700	3,959,929	542,067	4,501,996
394	0	0	0	0	0	2,620	1,200,756	2,091	1,020,847
10,786	320,918	0	0	216,366	0	16,640	2,437,383	216,134	2,653,517
126,835	35,255	0	0	0	0	27,440	250,621	275,600	526,221
0	0	0	0	70,182	0	0	70,182	48,242	118,424
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	137	0	137
0	0	0	0	0	0	0	850	0	850

Quantity and Value of Imports at Manchurian Ports

Description of Goods	1927 Quantity (Metric ton)	1927 Value	1928 Quantity (Metric ton)	1928 Value	1929 Quantity (Metric ton)	1929 Value	Japan
BUILDING MATERIALS		776,065		1,225,250		2,670,853	928,390
Antung		33,185		28,025		17,762	16,819
Dairen		708,851		982,061		2,543,188	909,574
Newchwang		20,099		21,162		44,220	1,881
Harbin		11,870		191,512		64,567	0
Aigun		0		0		—	—
Hunchun		517		951		100	100
Lungchingtsun		1,543		1,539		1,016	1,016
RAILWAY MATERIALS		1,775,554		1,349,978		1,757,419	521,598
Antung		25		1,452		1,939	1,939
Dairen		633,099		835,404		1,460,709	494,254
Newchwang		366,742		30		12,699	5,906
Harbin		773,336		500,078		262,575	0
Aigun		0		0		—	—
Hunchun		0		0		0	0
Lungchingtsun		2,352		13,014		19,497	19,497
ELECTRICAL MATERIALS		3,471,072		3,667,663		4,241,648	3,001,606
Antung		43,273		35,978		24,169	23,681
Dairen		2,574,592		2,957,443		3,610,349	2,728,870
Newchwang		569,363		247,039		259,094	244,230
Harbin		274,847		417,911		343,211	0
Aigun		0		0		—	—
Hunchun		1,628		959		1,067	1,067
Lungchingtsun		7,369		8,333		3,758	3,758
FINE ART AND TOILET REQUISITES		1,737,311		2,251,088		1,889,497	954,217
Antung		59,051		80,690		60,814	49,391
Dairen		1,426,121		1,784,135		1,523,555	867,071
Newchwang		178,578		223,466		252,793	22,786
Harbin		40,783		129,539		37,346	0
Aigun		0		20		—	—
Hunchun		8,133		9,420		2,092	2,092
Lungchingtsun		24,645		23,818		12,897	12,897
LEATHER, HIDES, SKINS, HAIRS, BONES, HORNS, ETC.		8,632,570		7,236,054		6,772,684	1,259,166
Antung		999,684		962,715		235,883	189,736
Dairen		5,007,869		4,868,029		5,576,858	1,057,559
Newchwang		540,035		714,262		534,963	61
Harbin		1,951,385		535,764		412,939	0
Aigun		97,058		121,568		—	—
Hunchun		24,330		12,481		3,841	3,610
Lungchingtsun		12,209		21,235		8,200	8,200
PAPERS		6,419,120		6,404,306		7,339,050	3,533,436
Antung		666,933		583,596		648,972	176,018
Dairen		3,443,106		3,647,132		4,534,739	3,057,885
Newchwang		2,090,457		1,869,439		1,842,659	210,633
Harbin		125,328		207,423		223,774	0
Aigun		0		0		—	—
Hunchun		18,580		12,737		11,838	11,834
Lungchingtsun		74,716		83,979		77,068	77,068

Value of Imports at Manchurian Ports in 1929

Foreign Goods								Chinese Goods	
Great Britain	U.S.A.	Germany	France	Russia	Other Countries	China	Total	Chinese Ports	GRAND TOTAL
246,075	628,952	193,384	26,862	68,040	480,421	45,170	2,618,294	52,559	2,670,853
0	309	49	0	0	0	103	17,280	482	17,762
231,889	628,643	192,371	26,862	3,563	480,421	45,067	2,518,390	24,798	2,543,188
14,186	0	964	0	0	0	0	17,031	27,189	44,220
0	0	0	0	64,477	0	0	64,477	90	64,567
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	100	0	100
0	0	0	0	0	0	0	1,016	0	1,016
27,820	696,523	15,628	48	264,623	229,230	1,951	1,757,419	0	1,757,419
0	0	0	0	0	0	0	1,939	0	1,939
24,275	693,275	15,628	48	2,048	229,230	1,951	1,460,709	0	1,460,709
3,545	3,248	0	0	0	0	0	12,699	0	12,699
0	0	0	0	262,575	0	0	262,575	0	262,575
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	19,497	0	19,497
50,926	373,977	228,665	4,116	351,180	99,123	106,086	4,215,679	25,969	4,241,648
0	0	0	0	0	0	481	24,162	7	24,169
46,800	373,977	220,218	3,907	7,969	99,123	105,605	3,586,469	23,880	3,610,349
4,126	0	8,447	209	0	0	0	257,012	2,082	259,094
0	0	0	0	343,211	0	0	343,211	0	343,211
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	1,067	0	1,067
0	0	0	0	0	0	0	3,758	0	3,758
122,095	56,907	42,355	91,618	5,571	37,283	384,473	1,694,519	194,978	1,889,497
0	29	0	0	0	0	422	49,822	10,992	60,814
103,372	55,181	41,902	91,618	0	2,852	250,005	1,412,001	111,554	1,523,555
18,723	80	453	0	0	4,293	134,026	180,361	72,432	252,793
0	1,617	0	0	5,571	30,138	20	37,346	0	37,346
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	2,092	0	2,092
0	0	0	0	0	0	0	12,897	0	12,897
468,940	427,900	317,946	901	401,251	58,237	733,643	3,667,984	3,104,700	6,772,684
24	0	0	0	0	0	10,901	200,661	35,222	235,883
406,608	420,899	317,726	901	0	54,448	685,193	2,943,334	2,633,524	5,576,858
62,308	120	220	0	0	510	37,549	100,768	434,195	534,963
0	6,881	0	0	401,020	3,279	0	411,180	1,759	412,939
—	—	—	—	—	—	—	—	—	—
0	0	0	0	231	0	0	3,841	0	3,841
0	0	0	0	0	0	0	8,200	0	8,200
143,708	47,587	194,087	681	229,389	190,207	126,913	4,466,010	2,873,040	7,339,050
0	0	0	0	0	0	3,719	179,737	469,235	648,972
59,968	47,587	194,087	681	5,638	190,207	118,179	3,674,232	860,507	4,534,739
83,740	0	0	0	0	0	5,015	299,388	1,543,271	1,842,659
0	0	0	0	223,747	0	0	223,747	27	223,774
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	11,838	0	11,838
0	0	0	0	4	0	0	77,068	0	77,068

Quantity and Value of Imports at Manchurian Ports

Description of Goods	1927 Quantity (Metric ton)	1927 Value	1928 Quantity (Metric ton)	1928 Value	1929 Quantity (Metric ton)	1929 Value	Japan
GLASS WARES ...		665,363		857,718		932,944	560,553
Antung		40,253		37,643		52,180	42,683
Dairen		516,069		599,676		683,204	427,218
Newchwang.....		65,737		117,153		100,036	18,225
Harbin		10,188		65,963		85,097	0
Aigun		0		0		—	—
Hunchun		4,684		8,862		50,208	50,208
Lungchingtsun ...		28,432		28,421		22,219	22,219
POTTERIES		1,998,579		2,310,799		2,754,174	1,503,319
Antung		90,878		81,025		624,081	612,844
Dairen		896,179		1,040,994		977,747	798,662
Newchwang.....		948,903		1,086,284		1,115,885	81,525
Harbin		12,880		54,377		20,173	0
Aigun		0		0		—	—
Hunchun		6,730		7,719		2,292	2,292
Lungchingtsun ...		42,709		40,400		13,996	13,996
BAGS, GUNNY.....	(Pieces) 45,374,780	13,970,892	(Pieces) 50,139,295	15,632,127	(Pieces) 50,479,247	14,435,129	2,503,876
Antung	2,158,620	277,303	1,291,656	154,703	1,038,531	139,257	105,228
Dairen	32,168,194	10,149,532	38,951,914	11,329,861	42,513,300	11,836,673	2,240,151
Newchwang.....	3,486,366	1,022,049	2,618,270	756,394	2,769,496	851,561	30,811
Harbin	5,623,000	2,209,545	7,274,365	3,199,492	3,381,020	1,479,952	0
Aigun	0	0	0	0	—	—	—
Hunchun	226,800	37,738	3,090	26,862	65,950	14,097	14,097
Lungchingtsun ...	1,711,800	274,725	—	164,815	710,950	113,589	113,589
SUNDRIES		14,284,775		20,655,304		15,765,513	8,797,124
Antung		1,402,867		1,393,269		1,314,302	1,183,377
Dairen		8,348,489		8,805,846		10,513,766	7,139,380
Newchwang.....		2,100,958		7,792,440		2,697,668	348,465
Harbin		889,674		749,499		360,932	0
Aigun		1,297,997		1,271,982		384,435	—
Hunchun		86,589		115,668		129,272	25,526
Lungchingtsun ...		168,201		526,600		365,088	100,376
POSTAL PARCELS		2,778,624		1,255,912		559,601	203,481
Antung		334,411		217,755		116,273	114,757
Dairen		0		0		0	0
Newchwang.....		93,998		52,042		37,427	30,990
Harbin		2,231,829		882,121		348,157	0
Aigun		693		153		—	—
Hunchun		21,118		14,943		2,836	2,836
Lungchingtsun ...		96,575		88,898		54,908	54,908
GRAND TOTAL ...		263,913,536		302,955,904		329,603,883	138,684,962
Antung		42,626,291		48,785,855		49,788,605	42,430,754
Dairen		146,389,484		168,946,579		206,083,814	84,932,943
Newchwang.....		49,036,410		48,649,395		52,269,198	6,760,062
Harbin		23,037,818		28,658,661		16,146,186	0
Aigun		1,408,496		1,413,556		384,435	—
Hunchun		1,334,401		1,443,078		1,008,541	902,825
Lungchingtsun ...		5,080,686		5,058,780		3,923,090	3,658,378

Value of Imports at Manchurian Ports in 1929

Foreign Goods								Chinese Goods	
Great Britain	U.S.A.	Germany	France	Russia	Other Countries	China	Total	Chinese Ports	GRAND TOTAL
75,962	10,333	79,860	407	87,415	105,172	20,570	940,272	52,672	992,944
0	0	0	0	0	0	4,528	47,211	4,969	52,180
1,142	10,333	79,860	407	2,318	105,172	16,042	642,492	40,712	683,204
74,820	0	0	0	0	0	0	93,045	6,991	100,036
0	0	0	0	85,097	0	0	85,097	0	85,097
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	50,208	0	50,208
0	0	0	0	0	0	0	22,219	0	22,219
3,194	9,689	8,363	148	20,075	224	4,690	1,555,702	1,198,472	2,754,174
694	6,376	2,045	0	0	0	0	621,959	2,122	624,081
1,166	3,313	6,318	148	0	224	4,690	814,521	163,226	977,747
1,334	0	0	0	0	0	0	82,559	1,033,026	1,115,585
0	0	0	0	20,075	0	0	20,075	98	20,173
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	2,292	0	2,292
0	0	0	0	0	0	0	13,996	0	13,996
9,135,803	800	0	0	1,478,602	0	826,533	13,945,520	429,506	14,475,128
3,842	0	0	0	0	0	23,148	132,218	7,039	139,257
9,104,676	800	0	0	0	0	30,009	11,375,636	461,037	11,836,673
27,285	0	0	0	0	0	773,074	831,170	20,391	851,561
0	0	0	0	1,478,602	0	308	1,478,910	1,042	1,479,952
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	14,097	0	14,097
0	0	0	0	0	0	0	113,589	0	113,589
422,788	453,120	557,290	12,442	316,648	1,123,222	412,863	12,095,497	3,670,016	15,765,513
2,642	2,064	1,391	0	0	0	11,708	1,201,182	113,120	1,314,302
374,546	219,318	420,070	12,442	1,757	27,025	341,532	8,536,070	1,977,696	10,513,766
45,600	226,559	135,829	0	0	706,445	58,043	1,520,941	1,176,727	2,697,668
0	5,179	0	0	314,891	5,301	1,580	326,951	34,031	360,982
—	—	—	—	—	384,435	—	384,435	—	384,435
0	0	0	0	0	0	0	25,526	103,746	129,272
0	0	0	0	0	16	0	100,392	264,696	365,088
926	68,348	1,375	824	70	284,567	0	559,601	0	559,601
726	359	0	0	0	431	0	116,273	0	116,273
0	0	0	0	0	0	0	0	0	0
200	3,849	1,375	824	0	189	0	37,427	0	37,427
0	64,140	0	0	70	283,947	0	348,157	0	348,157
—	—	—	—	—	—	—	—	—	—
0	0	0	0	0	0	0	2,836	0	2,836
0	0	0	0	0	0	0	54,908	0	54,908
32,709,193	25,921,964	8,308,429	964,862	15,724,807	11,263,246	14,313,069	247,890,632	81,713,237	329,603,869
184,245	89,342	296,881	226	0	18,298	905,833	43,925,579	5,863,026	49,788,605
25,859,092	22,274,349	7,659,403	960,254	682,777	8,956,088	11,175,022	162,499,928	43,583,886	206,083,814
6,665,856	3,439,916	352,145	4,482	0	1,310,239	2,226,588	20,759,288	31,509,910	52,269,198
0	118,357	0	0	15,040,060	594,186	5,610	15,758,213	387,973	16,146,186
—	—	—	—	—	384,435	0	384,435	0	384,435
0	0	0	0	1,970	0	0	904,795	103,746	1,008,451
0	0	0	0	0	0	16	3,658,394	264,696	3,923,090

CHAPTER XVI.

BANKING AND CURRENCY

1. GENERAL OUTLINE

The vast extent of the territory of China and the imperfect transport facilities have rendered the economic unification of the country difficult, the more so as the same causes prevent the emergence of a strong central government. Consequently, local districts have always had limited economic relations with one another, and have developed separate currencies for each district. These currencies are naturally of diverse standards and kinds, and moreover, prominent persons in all districts issue Ssutieh (私帖) or private paper money, according to their own needs, so that the system of currency and the control of its issue are in complete disorder.

What are now termed currencies in China are divided under the three heads, coins, ingots and paper notes, and their value is appraised by number, weight, or quality. This state of affairs has made the Chinese people extremely nervous about their currencies, and has fostered the habit of looking upon them as a means of speculation, so that their value is greatly influenced by speculative demand.

The lack of unity in the currency not only seriously hinders China's internal economic development, but causes grave inconvenience to foreign countries which trade with the country, so that the foreign powers have often advised her of the necessity of reform. China herself realizes the disadvantage of the present conditions and after various investigations, has considered such plans for reform as the silver Tael standard system, silver Yuan standard system, gold exchange standard system, and small silver standard system. Some of these proposals were discussed as draft plans, while some were even promulgated as laws, but as the Central Government had no power of carrying them into execution, every attempt so far has been in vain, but nevertheless, under the present world conditions, the unification of the currency and the adoption of the gold standard is a question which, in the interest of the

economic development of the country, cannot be delayed any longer. In this respect it should be noted that the Commission of Financial Experts, the so-called Kemmerer Commission, in 1929, recommended the gradual introduction of system of currency based on the gold-standard.

The currency of Manchuria is equally complicated and lacking in uniformity, and though the authorities attempted to regulate its circulation by issuing Kuantieh (官帖) or government notes and coins, their failure to control the issue of Kuantieh, and the reckless issue of Ssutieh (私帖) or private notes caused considerable economic disturbances. The Mukden authorities endeavoured to unify the currency system by the establishment of the Kuanyinhao (官銀號), an official bank, but the desired result was not obtained. Moreover, since other banks followed the example of the official bank and issued their notes, the situation became even more complicated.

The inconveniences experienced in business transactions were indescribable, and, naturally, the Japanese used their gold notes in South Manchuria, while the Russians circulated their rouble notes in North Manchuria, thereby adding to the number of currencies in circulation. In 1920, the Mukden authorities established the Three Eastern Provinces Bank (東三省銀行), with the object of unifying the system and driving out foreign currencies, and issued notes, with Tayangyin (大洋銀), which are large silver coins, held in reserve. This step, though it actually resulted in the suppression of foreign currencies, could not effect the desired reform, as the new notes were only circulated in North Manchuria. Fengtien Province then adopted the Tayang (大洋) or large silver standard instead of the former Hsiaoyang (小洋) or small silver standard, and there appeared the so-called Shiherh Tayang (十二大洋). But the unrestrained issue of currency which followed, only caused further difficulty. During 1929 another paper currency called Hsien Tayangpiao (現大洋票) was issued and guaranteed by a joint reserve fund of four banks of Liaoning Province, but had little effect in stabilizing the currency.

Of paper money, the Kuantieh is circulated in Kirin district, Chenpingyin (鎭平銀) in Antung-hsien, Kuoluyin (過爐銀) at Yingkow, and gold notes and the Yokohama Specie Bank Silver notes in the Kwantung Leased Territory. Besides these paper

notes, there are in use large and small Yuan (元) silver coins, Tungyuan (銅元) or copper coins, and various Ssutieh, the private notes.

These different currencies may be divided into the Chihchien (制錢) or copper coins, the Yingting (銀錠) or sycee, that is, silver ingots bearing a stamp, and Yangchien (洋錢) or minted coins.

Divided according to standard into coins and paper money, the Chinese currencies may be classified as follows:

Copper Standard	Coins	Chihchien (制錢) (Tiao 吊)	Originally a round copper coin with a square hole in the centre. In Liaoning Province, 160 Chihchien, but in Kirin and Heilungkiang Provinces 500, make one Tiao, and the former rate is called Tungchien (東錢), and the latter Chungchien (中錢). The Chihchien, however, are not at present in circulation, but are only used as a standard for calculating the price of commodities.
		Tungyuan (銅元) (Wen 文)	A copper coin of quality 950, commonly called Tungtzuerh (銅子兒). There are two kinds, one equalling 10 Wen of Chihchien, and the other 20 Wen. It is widely used as an auxiliary coin, and is essential in the life of Chinese labourers.
	Notes	Kuantieh (官帖) (Tiao 吊)	A note nominally, but not at present, convertible into Chihchien, and circulated in Kirin and Heilungkiang Provinces.
		Tungyuan-piao (銅元票) (Wen 文)	A note circulated as auxiliary money, and convertible into Tungyuan, issued to remedy the shortage of Tungyuan.

A. Chinese Currencies

Silver Standard

Coins

- **Yuanpaoyin** (元寶銀) (Tael 兩) — A silver coin minted in the shape of a horse-shoe, its weight and fineness are not uniform. At Yingkow, the standard is the Yingping Tael (營平兩) of quality 992, and containing 531.68 Troy grains of pure silver, and at Antung, Chenping Tael (鎮平兩) of quality 935, and containing 525.54 Troy grains of pure silver.
- **Tayangchien** (大洋錢) (Yuan 元) — One Yuan is supposed to be of quality 900, and to contain 374.4 Troy grains of pure silver. The coins bearing the portrait of Yuan Shih-kai are the most numerous. There are also Tayang coins *with* different weights of pure silver.
- **Hsiaoyangchien** (小洋錢) (Chiao 角) — The Chiao should be of quality 820 and contain 33.9964128 Troy grains of pure silver, but the quality differs in different mints.

Notes

- **Kuoluyin** (過爐銀) (Tael 兩) — A system of transfer based on the Yingping Tael (營平兩) minted by the Yinlu (爐銀) of Yinkow, in which a kind of counter is issued by the bank.
- **Tayangpiao** (大洋票) (Yuan 元) — Bank notes convertible into Tayangchien, of which the Harbin Tayangpiao is an example. Mukden Tayangpiao is not a proper bank note convertible into Tayangchien.
- **Hsiaoyangpiao** (小洋票) (Chiao 角) — Bank notes convertible into Hsiaoyangchien. The old Mukden Hsiaoyangpiao is of this kind; twelve Chiao of this note equal one Yuan of Mukden Tayangpiao.

- B. Foreign Currencies
  - Silver Standard
    - Coins
      - Silver Yen (Yen) — An old Japanese silver coin, containing 373.13136 Troy grains of pure silver. Not at present in circulation.
      - Mexican Dollar (Dollar) — A coin containing 374.97 Troy grains of pure silver, which is seldom seen to-day.
    - Notes
      - Y.S.B. Silver notes (Yen) — Commonly called chaopiao (鈔票) and convertible into silver yen.
      - Military Notes (Yen) — Issued by Japan during the Russo-Japanese War, but to-day seldom seen.
      - Ssutieh (私帖) (Chiao 角) — Bearer-notes payable on sight in Hsiaoyangchien, issued by individuals. They are commonly called Tiehtzu (帖子), and are in circulation only in restricted areas.
  - Gold Standard
    - Coins
      - Japanese Auxiliary Coins (Sen) — Coins which supplement the Japanese gold coins, consisting of copper, nickel, and silver coins.
    - Notes
      - Bank of Japan Notes (Yen) — Notes convertible into one yen containing 11.574 Troy grains of pure gold.
      - Bank of Chosen Notes (Yen) — Notes convertible into Japanese gold coins or Bank of Japan notes. Generally called Chinpiao (金票) or Laotoerhpiao (老頭兒票).
      - Rouble Notes (Rouble) — One rouble contains 11.948 Troy grains of pure gold. There are Soviet notes of ten roubles, but circulation of these is prohibited in Manchuria. They are called Tcherwonets.

Before separately explaining these currencies, it is necessary to summarize the system of banking institutions in Manchuria to make it possible to understand the complicated system of currency, and particularly of paper notes.

2. BANKING INSTITUTIONS.

Chinese Banking Institutions.—*Old-Style Institutions.*—Among Chinese banking institutions in Manchuria, there are piaochuang (票莊), chienchuang (錢莊), yinlu (銀爐), chienpu (錢舖), tangpu (當舖) etc., which have existed since ancient times, and modern banks.

Of the old-style banking institutions, the piaochuang which were engaged in exchange and loan business have almost entirely disappeared and given way to modern banks. The chienchuang is a money exchange conducted by an individual or partners, and engages in currency business and speculations, as well as exchange and loan business. The chienpu handle money exchange with a small capital, and are particularly numerous; although money exchange is their principal business, they also engage in making loans, receiving deposits, and doing business with other chienpu. As explained before, the yinlu were formerly engaged in minting yinting (銀錠) or sycee, but have gradually come to handle ordinary banking business, including deposits, loans, exchanges and drafts, while at Yingkow, they also issue Kuoluyin (過爐銀). The tangpu is a pawnshop, an important banking institution in the interests of the common people. The liangchang (糧錢) are primarily wholesale merchants and warehouse owners, but will often do banking business for the farmers. All these are primitive organizations suited to the peculiar customs of the Chinese people, and even today, such institutions exist in rural districts, and do commercial and banking business.

Modern Institutions.—The modern system of banking was first introduced into Manchuria, when, in 1895, under the influence of the construction of the Chinese Eastern Railway. Since then, the Chinese have organized many modern banks, of which the chief are the Provincial Bank of the Three Eastern Provinces (東三省官銀號), the Provincial Bank of Kirin Province (吉林永衡官銀號), the Provincial Bank of Heilungkiang Province (黑龍江省

官銀號), the Bank of China (中國銀行), the Bank of Communications (交通銀行), the Territorial Bank (邊業銀行), and more than ten others, among which there are some which are issuing notes, besides engaging in ordinary banking business.

The principal Chinese banks at the end of 1929 were as follows:

Name of Bank	Established	Capital	Main Office	Branches & Agencies in Manchuria
The Provincial Bank of the Three Eastern Provinces (東三省官銀號)	1905	Paid-up 20,000,000 Fengtien-piao Yuan	Mukden	Yingkow, Kaiyuan, Kungchuling, Ssupingkai, Hsinmintung, Hailung, Liaoyang, Chinchow, Antung, Fangchiatun, Kirin, Changchun, Yenchi, Heiho, Tsitsihar, Hailar, Anta, Taonan, Shuangchengpu, Hulan, Suihua, Ningan.

It was formerly called the Fengtien Provincial Bank (奉天官銀號), established in 1905 with a capital of 300,000 Shenping silver taels. In 1909, it was named The Provincial Bank of the Three Eastern Provinces and its capital was increased to 600,000 taels, and later to 1,000,000 taels. In 1924, it amalgamated with the Mukden Industrial Bank (奉天興業銀行) and the Three Eastern Provinces Bank (東三省銀行) and its capital was further increased to 20,000,000 Fengtien-piao yuan. This is the central bank of Liaoning Province, and besides mills and weaving plants. Its financial condition is kept secret, and a annually through the over-issue of Fengtienpiao. Being one of the four banks, which were responsible for the formation of the Joint Reserve Fund in May, 1929, it issues Hsien-Tayangpiao.

The Provincial Bank of Kirin Province The Kirin Yungheng Kuanyinchienhao (吉林永衡官銀錢號)	1908	Paid-up 10,000,000 Tayang Yuan	Kirin	Changchun, Harbin, Shuangchengpu, Fuyu, Wuchang, Ningan, Huaho, Yenchi, Hunchun, Pinhsien, Mishan, Ilan, (Sansing), Yingkow, and also 2 or 3 agencies.

It was formerly called the Yungheng Kuantieh-chu (永衡官帖局) established in 1898 with a capital of 30,000 silver taels, engaged

Tungsansheng Kuanyinhao, Mukden. (The Provincial Bank of the Three Eastern Provinces).

mainly in issuing Kuantieh and later amalgamated with the Kuan-chien-chu (官錢局) which also issued paper notes, and adopted its present name.

In addition to its capital of 30,000 silver taels, a loan of 1,500,000 Kuantieh tiao was obtained from the provincial government, but this loan was paid back, and in 1923 its capital was increased to 10,000,000 Tayang yuan. The original purpose for which this bank was established was to issue Kuantieh, to improve the provincial currency system, to bring about a smooth circulation of money, and to foster the development of the Province of Kirin. At present, its main business is the issue of notes, but it also handles the public funds of the province, and transacts ordinary banking business. There is no way of learning its business condition, but it is said that deposits are small, and with the over-issue of Kuantieh, its financial condition is extremely precarious. Besides those above mentioned, a branch has been established at Tientsin.

The Provincial Bank of Heilungkiang Province (黑龍江省官銀號)	1904	Authorized 2,000,000 silver taels Paid-up 1,500,000 silver taels	Tsitsihar	Harbin, Mukden, Yingkow, Hulan, Hailun, Suihua, Payen, Heiho, Kuma, Moho, Anta, Tangyuan, Hailar, Manchouli, Shihwei, Koshan, Taoho, Wangkuei, Paichuan.

It was formerly called the Kuanhsin Kungssu (廣信公司) formed in 1904 with a capital of 200,000 taels provided by the provincial government, and 312,300 taels invested by the public. At first it engaged in handling loans, drafts and the issue of notes, but in 1919, it amalgamated with the Heilungkiang Provincial Bank (黑龍江官銀號) and adopted the name of Kwanghsin Bank of Heilungkiang Province (黑龍江省廣信公司). After the amalgamation, the capital was increased to the present amount. In 1930, it was reorganized and was named Provincial Bank of Heilungkiang Province (黑龍江省官銀號) As the only bank of the province, it is very active being mainly engaging in issuing paper notes and in commercial transactions.

The Bank of China (中國銀行)	1904	Authorized 25,000,000 Tayang Yuan Paid-up 24,710,200 Tayang Yuan	Shanghai	Dairen, Mukden, Harbin, Changchun, Yingkow, Antung, Kungchuling, Kaiyuan, Tsitsihar, Kirin, Heiho, Linkiang, Tunghua, Suihua, Hulan.

The Taching Bank (大清銀行), its forerunner, established branches at Mukden and Yingkow in 1907, and later gradually extended its business to Manchuria, opening an agency at Antung under the Mukden branch, and other agencies at Chinchow, Dairen, Kaiping and Tiehling under the Yingkow branch. Besides being engaged in ordinary banking business, it issued silver tael notes, silver yuan notes, and Chienpiao, in an attempt to unify the currency; but unfortunately, as this plan conflicted with local custom, it did not succeed. The revolution of 1912 caused the collapse of the Taching Bank, but it was revived as the Bank of China, and the former branches at Yingkow and Mukden were made agencies. In 1913, the Three Eastern Provinces Branch Bank (東三省分行) or Tunghang (東行) was established at Changchun as the central bank of Manchuria and all agencies were placed under its control. In 1919, the agency at Mukden was made a branch, and all agencies in Fengtien Province were placed under its supervision. Besides being engaged in ordinary banking business, the bank issues Fengtienpiao and Harbin Tayangpiao, and since 1929, when it took part in the formation of the Joint Reserve Fund, it has begun to issue Hsien-Tayangpiao.

The Bank of Communications (交通銀行)	1907	Authorized 10,000,000 Tayang Yuan Paid-up 8,715,150 Tayang Yuan	Shanghai	Mukden, Harbin, Changchun, Heiho, Kirin, Tsitsihar, Kaiyuan, Ssupingkai, Dairen, Yingkow, Taonan, Anta.

The bank was originally established in 1907 at Peking for controlling the accounts and recovering the concession rights of steamship lines, railways, and telegraph and mail services. Its activity in Manchuria began in 1908 when the branch at Yingkow was opened, followed, in 1911, by another branch established at Mukden. The capital was 1,000,000 yuan, 500,000 being supplied by the Peking Tsunghang (北京總行), 300,000 yuan by the Department of Communications, and 200,000 subscribed at Mukden. Besides undertaking ordinary banking business, it issued Yintaelpiao (銀兩票) or silver tael notes and Yinyuanpiao (銀元票) or silver yuan notes during the Ching Dynasty. After the establishment of the republic it issued new silver bank notes which came to be generally circulated, although the issue was originally intended to provide funds for improving communications. At present, the issue of these notes is under the control of the authorities of the Three Eastern Provinces. The Bank is issuing Fengtienpiao and Harbin Tayangpiao in common with the Bank of China, and is at present one of the

banks issuing Hsien-Tayangpiao, as it took part in the formation of the Joint Reserve Fund in 1929.

Mukden Branch of the Provincial Bank of Heilungkiang Province (黑龍江省官銀號分行)	1907	Paid-up 5,000,000 Yang	Mukden	
Chekiang Industrial Bank (浙江興業銀行)	1907	Paid-up 2,500,000 Tayang Yuan	Shanghai	Mukden.
Liaoning Commercial Bank (遼寧商業銀行)	1914	Authorized 2,000,000 Fengtien Hsiaoyang-piao Paid-up 875,000 Fengtien Hsiaoyang-piao	Mukden	Taonan, Harbin, Anta, Liaoyang.
Jehol Industrial Bank (熱河興業銀行)	1917	Paid-up 1,000,000 Tayang Yuan	Jehol	Chihfeng, Pingchuan, Linhsi, Chuitzushan.
Eastern Frontier Commercial Bank (東邊實業銀行)	1918	Authorized 3,600,000 Tayang Yuan Paid-up 1,500,000 Tayang Yuan	Antung	Mukden.
Chincheng Bank (金城銀行)	1917	Authorized 10,000,000 Tayang Yuan Paid-up 7,000,000 Tayang Yuan	Tientsin	Dairen, Harbin.

Tunglai Bank (東萊銀行)	1918	Paid-up 3,000,000 Tayang Yuan	Tientsin	Dairen.
Chahar Commercial Bank (察哈爾商業銀行)	1919	Paid-up 2,000,000 Tayang Yuan	Changpei	Kuyuan, Tolun, Liangcheng, Hsingho.
Itung Commercial Bank (益通商業銀行)	1919	Authorized 1,000,000 Tayang Yuan Paid-up 250,000 Tayang Yuan	Changchun	Harbin (also at Shanghai).
Shihhokung Bank (世合公銀行)	1924	Authorized 1,000,000 Tayang Yuan Paid-up 750,000 Tayang Yuan	Mukden	
Tungpei Bank (東北銀行)	1923	Paid-up 5,000,000 Tayang Yuan	Mukden	
Territorial Bank (邊業銀行)	1925	Authorized 20,000,000 Tayang Yuan Paid-up 7,500,000 Tayang Yuan	Mukden	Mukden, Harbin, Changchun, Heiho, Anta, Suihua, Shuangchengpu.

This bank was established in 1925, and was originally situated at Tientsin, but was moved to Mukden in 1928. As it is supported by the Chang family financially, it is nothing but an official bank of the Mukden authorities and as already stated, is one of the four

banks which jointly established the Reserve Fund forming the security for the issue of Hsientayangpiao, but it has been accorded the right of issuing Hsientayangpiao independently. This was the main cause of the decline in the financial influence of the Provincial Bank of the Three Eastern Provinces, which used to be the central bank of Manchuria. At present the Territorial Bank exercises the strongest financial influence.

Liaoning Huihua Bank (遼寧滙華銀行)	1926	Authorized 1,000,000 Tayang Yuan Paid-up 630,000 Tayang Yuan	Mukden	Harbin
Tsitung Bank (濟東銀行)	1928	Paid-up 5,000,000 Tayang Yuan	Mukden	

Because of the extreme inconvenience of having government banks established at various points, the Department of Finance of the Central Government negotiated with the North-Eastern authorities in October 1929 to unify these banks, and as the result of the negotiations, the Provincial Bank of the Three Eastern Provinces was in January, 1930 re-named the North-Eastern Bank and was instructed to combine all government banks in the Four Provinces. Nominally the North-Eastern Bank is under the direct supervision of the Department of Finance, but actually it is under the control of the Government of the North-Eastern Provinces.

The banks which serve the mass of the people are the Chuhsu-hui (儲蓄會), or saving associations, and although they have developed only in the past few years, their field of activity is almost equal to that of the ordinary banks. They are welcomed by the common people and have made great progress in recent years, till they are now, in fact, too numerous.

Japanese Banking Institutions.—*Banks.*—The banking activity of the Japanese in Manchuria began with the establishment by the Yokohama Specie Bank of a branch at Newchwang, then the only port of Manchuria, in January, 1897. The outbreak of the Russo-

Japanese War in 1904 caused the temporary closing of the branch, but with Japan's victory over Russia, a promising field lay ready, and the Yokohama Specie Bank opened branches at Dairen, Mukden, Port Arthur, Tiehling and other points, which issued silver bank notes, and generally extended the Bank's activities. In 1906, the Chenglunghao (正隆號), the present Chenglung, or Shoryu Bank, (正隆銀行) was established at Newchwang as a joint Sino-Japanese enterprise, while the Bank of Chosen also opened its agency at Antung in 1909. As these Japanese banks expanded in Manchuria, the bank notes issued by them became a drawback to their economic development. But afterwards, in view of the necessity of unifying them, it was decided in 1917 that the Bank of Chosen should be the central commercial bank, handling the issue of gold yen notes and also affairs connected with the national treasury, while the Yokohama Specie Bank would be engaged mainly in exchange business. After 1918, transactions connected with real and immovable property were looked after by the Oriental Development Company.

The number of Japanese banks in Manchuria steadily increased, particularly during the boom caused by the European war, but with the depression following the close of the War, some were eliminated, leaving at the end of 1929, 15 main offices and 50 branches. The authorised capital of the banks which have their main offices in Manchuria, amounts to ¥33,975,000, of which ¥14,-431,037 is paid-up capital.

At the end of 1929, the Japanese banks in Manchuria were as follows:

Name of Bank	Established	Capital	Main Office	Branches and Agencies in Manchuria
Yokohama Specie Bank (横濱正金銀行)	Feb. 1880	Authorized ¥100,000,000 Paid-up ¥100,000,000	Yokohama	Dairen, Mukden, Changchun, Kaiyuan, Harbin, Yingkow.
Bank of Chosen (朝鮮銀行)	Nov. 1909	Authorized ¥40,000,000 Paid-up ¥25,000,000	Keijo	Dairen, Mukden, Changchun, Kaiyuan, Yingkow, Port Arthur, Liaoyang, Antung, Tiehling, Harbin, Fuchiatien (Harbin).

Shoryu Bank (正隆銀行)	Jan. 1908	Authorized ¥12,000,000 Paid-up ¥5,624,375	Dairen	Yingkow, Changchun, Mukden, Port Arthur, Kaiyuan, Harbin, Fushun, Chengchiatun, Ssupingkai, Antung, Anshan, Kungchuling. (Also branches at Tientsin and Tsingtao).
Manshu Bank (滿洲銀行)	July, 1922	Authorized ¥10,000,000 Paid-up ¥2,906,662	Dairen	Chinchou, Pitzuwo, Pulantien, Anshan, Anshan, Mukden, Hsiaohsikwan (Mukden), Fushun, Penhsihu, Antung, Hsinglungkai (Antung), Kungchuling.
Dairen Koshin Bank (大連興信銀行)	June, 1900	Authorized ¥500,000 Paid-up ¥200,000	Dairen	
Changchun Jitsugyo Bank (長春實業銀行)	Dec. 1917	Authorized ¥1,000,000 Paid-up ¥400,000	Chungchun	
Dairen Shogyo Bank (大連商業銀行)	July, 1918	Authorized ¥2,000,000 Paid-up ¥2,000,000	Dairen	
Nanman Bank (南滿銀行)	Nov. 1919	Authorized ¥1,500,000 Paid-up ¥375,000	Anshan	
Manshu Shokusan Bank (滿洲殖產銀行)	Nov. 1920	Authorized ¥500,000 Paid-up ¥500,000	Mukden	
Kyosei Bank (協成銀行)	May, 1920	Authorized ¥1,000,000 Paid-up ¥250,000	Antung	

Antung Jitsugyo Bank 安東實業銀行)	July, 1918	Authorized ¥500,000 Paid-up ¥125,000	Antung	
Shoko Bank (商工銀行)	April, 1913	Authorized ¥500,000 Paid-up ¥275,000	Liaoyang	
Nikka Bank (日華銀行)	April, 1918	Authorized ¥500,000 Paid-up ¥500,000	Tiehling	
Heiwa Bank (平和銀行)	Jan. 1920	Authorized ¥500,000 Paid-up ¥200,000	Kirin	Dairen.
Shinko Bank (振興銀行)	1918	Authorized ¥1,175,000 Paid-up ¥500,000	Yingkow	
Harbin Bank (哈爾濱銀行)	1921	Authorized ¥2,000,000 Paid-up ¥500,000	Harbin	
Kirin Bank (吉林銀行)	1920	Authorized ¥300,000 Paid-up ¥75,000	Kirin	

The business returns of the principal Japanese banks in Manchuria are given in the following tables:

DEPOSITS HELD AND LOANS MADE BY JAPANESE BANKS IN MANCHURIA

(in Yen, Yuan or Tael)

	Deposits		Loans	
Dairen:	1928	1929	1928	1929
Gold yen	87,408,840	91,171,988	121,053,390	128,539,822
Silver yen	7,517,148	12,139,417	7,755,561	9,769,466
Silver yuan	—	—	—	—
Port Arthur:				
Gold yen	4,659,092	4,846,914	138,874	155,053
Silver yen	74	—	—	—
Silver yuan	—	—	—	—

Chinchow:				
Gold yen	70,014	64,353	155,442	243,443
Silver yuan	60,621	82,829	34,520	44,631
Pulantien:				
Gold yen	77,467	42,149	502,567	745,846
Silver yuan	65,075	48,967	45,171	47,380
Pitzuwo:				
Gold yen	39,052	57,820	254,969	460,028
Silver yuan	104,400	31,934	47,750	28,950
Yinkow:				
Gold yen	3,032,454	1,812,464	2,582,892	2,902,925
Silver yen	895,753	606,293	16,666	50,303
Yangpiao yuan ...	67,812	32,958	50,517	15
Anshan:				
Gold yen	932,738	958,722	1,056,205	1,497,834
Silver yen	15,270	15,270	1,515	1,515
Silver yuan	45,644	45,644	19,437	19,438
Yangpiao yuan	1,529	1,529	12,069	12,069
Liaoyang:				
Gold yen	960,377	831,740	3,789,949	3,731,693
Shenyang (Mukden):				
Gold yen	19,266,730	15,680,711	15,522,232	15,673,218
Silver yen	1,370,462	5,368,125	394	175
Tayang yuan	—	87,202	—	8,500
Yangpiao yuan ...	656,534	166,671	158,850	41,930
Tiehling:				
Gold yen	469,480	397,340	3,104,053	2,771,716
Silver yen	—	—	—	—
Yangpiao yuan ...	141,797	95,202	114,630	108,011
Kaiyuan:				
Gold yen	3,957,800	2,344,397	4,819,480	6,467,845
Silver yen	1,195,034	636,255	648,112	494,725
Yangpiao yuan ...	439,784	59,868	43,000	—
Ssupingkai:				
Gold yen	968,427	848,429	2,120,039	3,494,675
Silver yen	—	—	—	—
Yangpiao yuan	2,137	673	—	—
Kungchuling:				
Gold yen	1,041,950	887,539	1,385,838	1,220,636
Silver yen	432,907	224,924	1,396,906	2,391,133
Tayang yuan	—	5,113	—	1,225
Yangpiao yuan	1,825,121	269,758	1,445,010	19,174
Fanchiatun:				
Gold yen	32,456	32,021	793,351	785,266
Silver yen	26,149	9287	217,800	166,200
Yangpiao yuan	5,229	—	—	—

Changchun:				
Gold yen	4,846,953	4,051,208	9,690,378	10,311,279
Silver yen	851,767	1,748,082	2,596,604	2,445,929
Yangpiao yuan	—	—	—	—
Fushun:				
Gold yen	1,136,368	1,359,471	1,323,283	1,430,804
Yangpiao yuan	2,938	—	—	—
Penhsihu:				
Gold yen	601,341	686,675	397,292	464,449
Yangpiao yuan	—	—	—	—
Antung:				
Gold yen	4,191,526	4,492,108	12,514,874	13,491,959
Silver yuan	88,180	100,600	49,986	43,037
Yangpiao yuan	—	—	—	—
Chungpiao yuan ...	10,341	—	—	—
Tael	1,202,422	1,040,620	412,255	323,556
Kirin:				
Gold yen	697,914	798,864	915,379	1,002,960
Chenchiatun:				
Gold yen	63,973	59,451	97,324	59,433
Yangpiao yuan	1,484	—	—	—
Harbin:				
Gold yen	11,496,071	10,886,787	14,008,963	10,790,359
Harbin Tayang yuan	151,140	371,402	18,982	297,978
TOTAL:				
Gold yen	145,950,223	142,311,151	196,226,774	206,241,243
Silver yen	12,304,564	20,747,653	12,633,558	15,319,446
Harbin Tayang yuan	151,140	371,402	18,982	297,978
Tayang yuan	—	92,315	—	9,725
Silver yuan	363,920	309,974	196,864	183,435
Yangpiao yuan	3,144,365	626,659	1,824,076	181,199
Chungpiao yuan ...	10,341	—	—	—
Tael	1,202,422	1,040,620	412,255	323,556

(Figures indicate the deposits and loans at the end of the year).

CLEARING AMOUNTS

(in thousands of Yen)

Name	1925	1926	1927	1928	1929
Dairen Clearing House:					
Gold Account					
Number of bills ..	229,414	273,214	265,135	311,297	346,350
Amount	684,573	857,529	862,587	983,124	1,105,395
Silver Account					
Number of bills ..	49,609	70,530	77,431	93,654	101,731
Amount	265,718	397,702	512,003	526,383	557,598

Mukden Clearing House:					
Gold Account					
Number of bills ..	32,428	31,770	28,400	36,040	39,757
Amount	28,958	24,261	24,026	34,814	37,975

DRAFTS ACCEPTED AND PAID BY JAPANESE BANKS

(Yen, Yuan or Taels ,000 ommitted)

Accepted

Year	Gold Yen	Silver Yen	Tayang Yuan	Yangchien Yuan	Yangpiao Yuan	Liang Taels
1925	1,389,401	233,655	63	4,504	2,511	—
1926	1,205,093	294,255	309	5,713	5,373	177
1927	1,195,203	293,456	14	5,140	5,334	60
1928	1,389,197	254,401	6,553	1	1,800	838
1929	1,559,421	344,074				

Paid

Year	Gold Yen	Silver Yen	Tayang Yuan	Yangchien Yuan	Yangpiao Yuan	Liang Taels
1925	1,389,506	251,989	125	4,852	544	—
1926	1,154,607	289,789	302	5,222	3,424	—
1927	1,168,534	297,565	14	9,723	3,143	—
1928	1,399,972	339,719	1,909	1	1,509	—
1929	1,494,348	333,667				

Foreign exchange business is mainly conducted by the Yokohama Specie Bank, and exchange and bar silver quotations are given in the following table:

BAR SILVER AND EXCHANGE QUOTATIONS

	1928			1929		
	Highest	Lowest	Average	Highest	Lowest	Average
London Bar Silver.						
June	28 1/16	27 1/8	27 7/16	24 1/2	24	24 1/4
December ...	26 9/16	26 3/16	26 3/8	22 11/16	21 5/16	22 5/16
Average	28 7/8	26 1/16	26 3/4	26 15/16	21 5/16	24 9/16
New York Bar Silver.						
June	61 3/4	59 1/2	60	53	51 1/8	52 1/4
December ...	57 7/8	56 7/8	57 3/8	49 5/8	46 1/2	48 1/2
Average	63 5/8	56 1/2	58 1/8	57 1/2	46 1/2	53
Shanghai Gold.	(Taels)					
June	352.1	336.2	346.8	376.3	368.6	372.1
December ...	358.8	351.0	355.6	457.0	430.2	433.9
Average	374.1	325.3	354.6	457.0	348.7	386.9

Dairen-Japan T.T. (Yokohama Specie Bank Quotation)	(Yen)					
June	102.75	99.00	100.63	95.40	93.50	94.61
December ...	99.75	98.50	99.09	80.50	75.75	78.91
Average	106.50	95.50	99.12	101.80	75.75	91.59
Dairen-Japan 15 days. (Y.S.B. Quotation)	(Yen)					
June	104.75	100.75	102.63	96.40	94.50	95.61
December ...	101.50	100.25	100.78	81.50	76.75	79.91
Average	108.75	96.75	100.88	102.80	76.75	92.48
Dairen-Shanghai T.T. (Y.S.B. Quotation)	(Taels)					
June	71.25	70.75	71.02	71.90	71.70	71.81
December ...	71.75	71.50	71.69	71.90	71.75	71.76
Average	77.75	70.75	71.75	72.30	71.65	71.95
Dairen-Tientsin T.T. (Y.S.B. Quotation)	(Taels)					
June	66.75	66.00	66.43	67.50	66.50	66.83
December ...	67.00	66.50	66.75	67.25	66.75	66.85
Average	87.75	66.00	67.47	72.00	66.50	67.21
Dairen-London T.T. (Y.S.B. Quotation)						
June	1/11—	1/10¾	1/10⅞	1/9 13/16	1/9 9/16	1/9 11/16
December ...	1/10¾	1/10 9/16	1/10 11/16	2/0 1/16	2/0 1/16	2/0 1/16
Average	1/11¾	1/10—	1/10 13/16	2/0 1/16	1/9 9/16	1/10 15/16
Dairen-U.S. T.T. (Y.S.B. Quotation)						
June	46¾	46¼	46½	44⅛	43⅝	43⅞
December ...	46—	45⅝	45⅞	49—	48⅞	49—
Average	47¾	44½	46⅜	49—	43⅝	47—
Dairen-France T.T. (Y.S.B. Quotation)	(Franc)					
June	11.80	11.70	11.74	11.05	10.75	10.89
December ...	11.65	11.50	11.56	12.35	12.35	12.35
Average	12.10	11.30	11.71	12.35	10.75	11.56
Dairen-Germany T.T. (Y.S.B. Quotation)	(Mark)					
June	1.95—	1.93—	1.93½	1.83—	1.81	1.81½
December ...	1.92—	1.90—	1.91—	2.15—	2.03—	2.05—
Average	2.00—	1.89—	1.99—	2.15—	1.81—	1.92⅝
Dairen-India T.T. (Y.S.B. Quotation)	(Rupee)					
June	128¼	127—	127¾	121¾	120½	121—
December ...	125½	124½	125—	134—	133½	134—
Average	131¼	122¼	127¼	134—	119¾	126—

Dairen-Singapore T.T. (Y.S.B. Quotation)	(Yen)					
June	122—	121—	121½	129½	127¾	128½
December ...	124—	123¼	123¾	116½	116½	116½
Average	126¼	110¾	122—	129½	116½	123½
Dairen-Manila T.T. (Y.S.B. Quotation)	(Yen)					
June	107¾	106—	107¼	114¼	113¼	114—
December ...	109—	108½	108¾	102½	102¼	102¼
Average	112—	104—	107½	114½	102¼	109—
Dairen-Java T.T. (Y.S.B. Quotation)	(Florin)					
June	115¾	114¾	115—	109¾	108½	109—
December ...	114¼	113¼	113¾	121—	121—	121—
Average	119—	110¾	115—	121—	108½	114—
Shanghai-Japan T.T.	(Taels)					
June	71½	68¾	70½	76⅞	75¼	$75\frac{15}{16}$
December ...	72¾	71¾	$72\frac{5}{16}$	95¼	89⅜	91⅛
Average	76⅜	66⅝	72⅞	95¼	71⅛	79¼
Shanghai-London T.T.						
June	2/9½	2/8¾	2/8⅝	$2/4\frac{11}{16}$	$2/4\frac{5}{16}$	2/4⅝
December ...	2/7⅝	$2/7\frac{5}{16}$	$2/7\frac{7}{16}$	2/3—	2/1¼	$2/2\frac{7}{16}$
Average	$2/10\frac{5}{16}$	$2/6\frac{1}{16}$	2/7¾	2/7½	2/1¼	2/4⅞
Japan-U.S. T.T.						
June	46¾	46⅜	46⅝	44½	43¾	44—
December ...	46⅛	45¾	46—	49—	48⅞	49—
Average	48—	44¾	46⅜	49—	43⅜	46—

Banking Institutions for the Common People.—The most important of the popular banks is the Post Office, but pawnshops and money lenders also do a large business in supplying small amounts of money. Recently, the Mutual Finance Society, a sort of cooperative society, has started activity to assist farming enterprises in the Kwantung Leased Territory and South Manchuria Railway Zone.

It was in 1906 that the Post Office began to operate in Manchuria as a savings bank. The postal savings accounts and transfer accounts in the Kwantung Leased Territory and the Railway Zone are as follows:

POSTAL SAVINGS ACCOUNTS

(in Yen)

Year	Deposited	Refunded	Total depositors at the end of the year	Total deposit at the end of the year
1925	10,001,768	8,620,092	220,849	12,085,121
1926	9,795,152	9,048,274	226,003	12,750,619
1927	14,019,291	10,579,185	243,952	16,373,338
1928	14,283,195	11,749,811	261,788	18,959,515
1929	16,733,534	13,284,352	280,678	22,974,324

POSTAL TRANSFER ACCOUNTS

(in Yen)

Year	Amount, paid in	Amount, paid out
1925	19,664,244	7,129,952
1926	18,845,773	7,251,991
1927	21,622,068	8,493,091
1928	22,722,074	9,530,054
1929	24,428,038	9,902,482

LOANS MADE BY MONEY-LENDERS

(in Yen)

Year	Number of lenders	Amount of new Loans	Amount collected	Loss	Number of Loans at the end of the Year	Total Amount at the end of the Year
1925	95	18,088,869	15,563,713	2,833,392	10,789	33,340,104
1926	87	13,089,550	13,965,598	427,194	12,797	32,416,259
1927	84	31,607,988	33,014,166	1,521,278	6,329	29,224,051
1928	75	18,386,940	23,334,001	18,665	5,502	23,906,675
1929						

LOANS MADE BY PAWNSHOPS

(in Yen)

Year	Number of Pawnshops	Amount of new loans	Amount redeemed	Amount forfeited	Number of Loans at the end of the Year	Total Amount at the end of the Year
1925	564	7,212,795	5,391,812	1,320,199	558,052	2,384,538
1926	585	7,205,793	5,419,246	1,456,055	593,367	2,499,234
1927	567	8,044,516	6,937,215	1,001,320	590,019	3,045,085
1928	574	8,021,961	5,266,380	1,018,259	689,955	3,649,326
1929	614	7,085,060	6,748,718	1,102,061	750,319	2,525,665

As above mentioned, the Oriental Development Company is making loans on real and immovable property in Manchuria, and its loans are as follows:

LOANS MADE BY MANCHURIA BRANCHES OF THE ORIENTAL DEVELOPMENT COMPANY

(in Yen)

Year	Dairen Branch		Mukden Branch		Harbin Branch		Total	
	Number of loans	Amount	Number of loans	Amount	Number of loans	Amount	Number of loans	Amount
1925	1,589	25,017,541	1,016	16,754,641	202	9,259,909	2,807	51,032,091
1926	1,580	24,192,745	970	15,803,679	194	9,018,409	2,744	49,014,833
1927	1,428	22,168,964	842	10,528,186	174	7,884,829	2,444	40,581,979
1928	1,247	18,495,974	697	9,384,056	143	7,137,944	2,087	35,017,974
1929	1,148	16,285,885	656	7,965,652	122	6,443,028	1,926	30,694,565

Banking Institutions of Other Countries.—The banks of other foreign countries are mostly in business at Harbin, Dairen, Mukden and Yingkow, and the chief of them are as follows:

Name of Bank	Established	Capital	Main Office	Branches & Agencies in Manchuria
The Russo-Asiatic Bank (French)	1895	Authorized Paid-up R. 65,000,000 Russia (R. 55,000,000) China (3,500,000 Silver Taels)	Paris	Yingkow, Harbin.

Originally the Taosheng Bank, established in 1895 with joint Russo-Chinese capital, subscription of which had been stimulated by the construction of the Chinese Eastern Railway. It was amalgamated in 1910 with the Northern Bank, and became known as the Russo-Asiatic Bank. Since the Russian revolution, its nationality has been disputed, and its main office was moved to Paris. The bank collapsed in 1926 because of failure in silver transactions and is now in liquidation.

The Dali Bank (Russian)	1923	Authorized $5,000,000 Paid-up $5,000,000	Harbin	Manchouli, Hailar

This is the most important Soviet bank in the Far East, and was also the Russian bank of the Chinese Eastern Railway, but at the time of the controversy over the Railway in 1929, the Bank was interferred with by the Chinese authorities and closed. In August 1929, a statement was issued over the signature of the manager of its Harbin branch, and a special shareholders meeting held in September resolved to close the bank, entrusting the adjustment

of the remaining business to a liquidation committee. The bank has contributed largely to the development of Sino-Russian trade, and the amount lent by the bank to Chinese produce dealers, liangchang, and bean mill operators is fairly large. The bank attempted to collect these loans immediately and transfer the remaining business to the Far Eastern Loan Bank of Germany, but China objected, and issued an order instructing the Chinese, not to fulfil their obligations to the bank. In October, the Governor of the Special District ordered to the Municipal Administration Bureau of Harbin, Traders' Association and Banks in the Special District to form a trustee committee for the bank's properties, and secured by force the right of liquidating the bank. The reason given for this step was that the dissolution of the bank was against the law, but it is understood that among the debtors to the bank there were many prominent Chinese who resorted to this measure in order to escape the collection of their debts. After the Sino-Soviet agreement, however, it was decided by a special general meeting of shareholders to re-open the bank and this was accordingly done in February, 1930.

The bank has branches at Shanghai, Tientsin and Changchiakou (Kalgan).

The Hongkong & Shanghai Banking Corporation (British)	1864	Authorized $50,000,000 Paid-up $20,000,000	Hongkong	Dairen, Mukden, Harbin.

This is a British bank, whose business has extended with the decline of the influence of Russian banks in North Manchuria.

The National City Bank of New York (American)	1901	Authorized G$110,000,000 Paid-up G$110,000,000	New York	Harbin, Port Arthur, Mukden, Kaiyuan.

It was formerly called the International Banking Corporation Established in 1901, but in 1927, was amalgamated with the National City Bank of New York.

The Chartered Bank of India, Australia and China (British)	1853	Authorized £3,000,000 Paid-up £3,000,000	London	Dairen, Harbin.
Chunghua Mouyen Bank (Sino-American)	1917	Authorized $10,000,000 Paid-up $7,500,000	Peiping	Harbin.

The Far Eastern Jewish Bank of Commerce	1921	Authorized ¥400,000 Paid-up ¥400,000	Harbin	
Banque Industrielle de Chine	1915	Authorized Frs. 50,000,000 Paid-up Frs. 50,000,000	Paris	Mukden.
La Banque Franco-Asiatique	1929	Authorized Frs. 25,000,000 Paid-up Frs. 25,000,000	Paris	Harbin, Mukden

This bank was founded by the Syndicate of French Bankers and by certain French financiers who had formerly had a share in the liquidated Russo-Asiatic Bank. A rumour, however, got into circulation that the new bank had been founded in order to restore the special interests of this latter bank, and the Governor of the Special District ordered the closure of its Harbin branch; however, after negotiations between the French Consulate and the Chinese authorities, permission was granted for the bank to continue business.

3. CURRENCY

Currencies Circulated in Manchuria.—The principal Chinese currencies in Manchuria are Fengtienpiao (奉天票), Harbin Tayangpiao (哈爾濱大洋票), Kirin Kuantieh (吉林官帖), Kirin Yungheng Tayangpiao (吉林永衡大洋票), Hsiaoyangpiao (小洋票), Heilungkiang Kuantieh (黑龍江官帖), Kouluyin (過爐銀), Chenpingyin (鎮平銀), Tayangchien (大洋錢), Hsiaoyangchien (小洋銀), and Tungyuan (銅元); and among Japanese currencies, Chinpiao (金票) or gold notes of the Bank of Chosen, silver notes of the Yokohama Specie Bank, and Japanese auxiliary coins.

The estimated circulation of these currencies, according to investigations made by the South Manchuria Railway Company is given in the following table. The amount of Tungyuan and Japanese auxiliary coins in circulation is apparently small, though it is almost impossible to estimate.

Currency	At the end: Estimated Circulation	At the end: Estimated Value in Tayangchien yuan
Fengtienpiao .....yuan	1,300,000,000	93,530,000
Liaoning Four Banks Joint Reserve Tayangpiao ..... „	.....	.....
Harbin Tayangpiao ..... „	38,000,000	26,600,000
Kirin Kuantieh ..... tiao	3,300,000,000	19,520,000
Kirin Yungheng Tayangpiao ..yuan	6,000,000	3,540,000
Kirin Yungheng Hsiaoyangpiao „	1,500,000	89,000
Heilungkiang Kuantieh ..... tiao	3,700,000,000	11,200,000
Heilungkiang 4% Debenture ..yuan	10,000,000	3,640,000
Kuanghsin Tayangpiao ..... „	.....	.....
Kuoluyin ..... tael	2,000,000	760,000
Chenping silver ..... „	2,500,000	3,350,000
Tayangchien .....yuan	500,000	500,000
Hsiaoyangchien ..... „	5,500,000	4,580,000
Total of Chinese Currencies	—	167,309,000
Bank of Chosen Chinpiao .... yen	43,584,000	42,315,000
Yokohama Specie Bank Yinpiao „	5,460,000	5,275,000
Total of Japanese Currencies	—	47,590,000
Grand Total	—	214,899,000

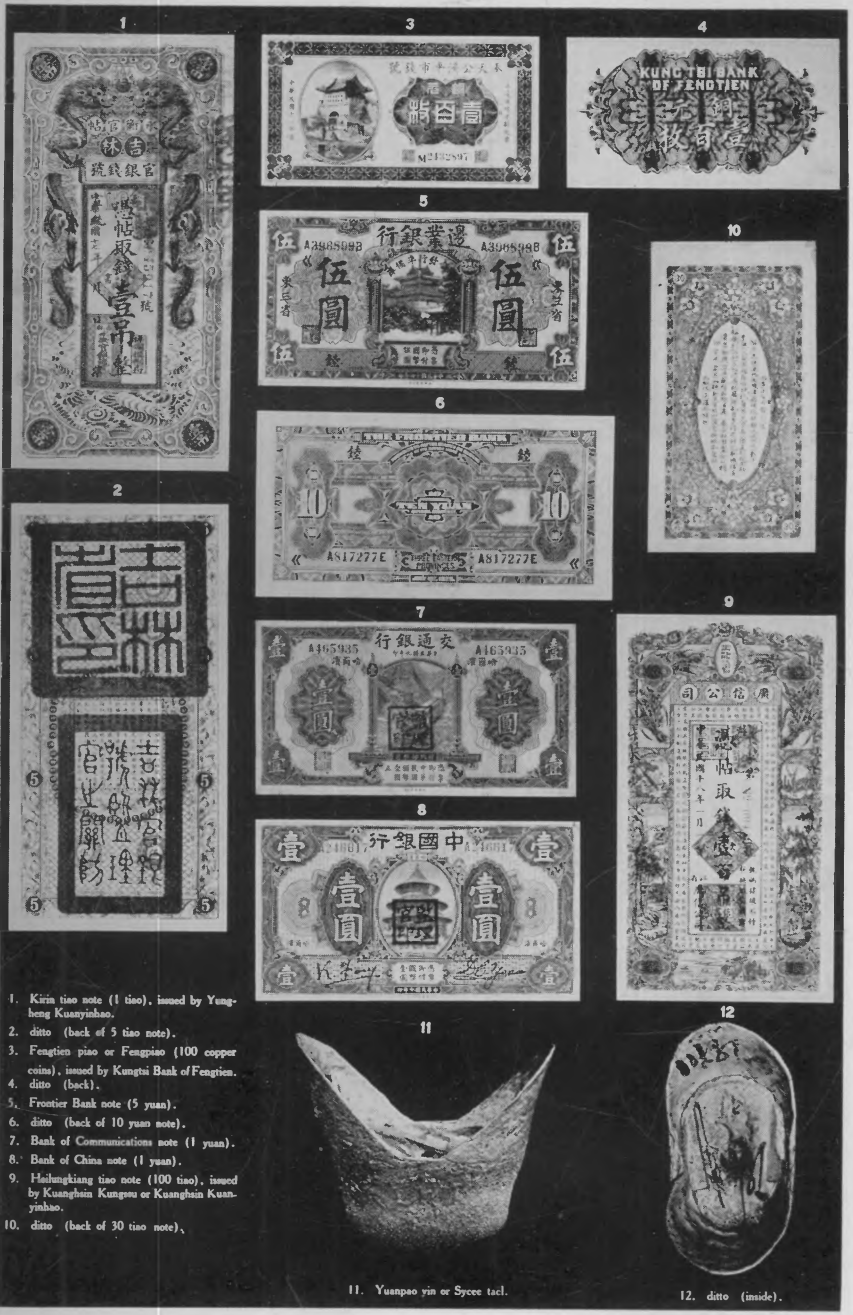
of 1927	At the end of 1929		
Rate of conversion into Tayangchien yuan	Estimated Circulation	Estimated Value in Hsientayan yuan	Rate of Conversion into Hsientayan (100 yuan)
Tayangchien 100 yuan equal Fengtienpiao 1,390 yuan.	3,000,000,000	50,000,000	6,000
.....	45,000,000	45,000,000	100
Harbin Tayangpiao 100 yuan equal Tayangchien 70 yuan.	37,300,000	28,071,000	140
Tayangchien one yuan equals Kirin Kuantieh 169 tiao.	10,000,000,000	50,000,000	20,000
Yungheng Tayangpiao 100 yuan equal Tayangchien 59 yuan.	10,000,000	6,897,000	145
Yungheng Hsiaoyangpiao one yuan equals Kirin Kuantieh 10 tiao.			
Tayangchien one yuan equals Heilungkiang Kuantieh 330 tiao.	12,000,000,000	30,000,000	40,000
One yuan bond equals Heilungkiang Kuantieh 120 tiao.			
.....	10,000,000	7,143,000	140
Tayangchien 100 yuan equal Kuoluyin 264 taels.	15,000,000	7,143,000	210
Chenping silver one tael equals Tayangchien 1.34 yuan.	2,000,000	2,488,000	82
	1,000,000	1,000,000	100
Tayangchien 100 yuan equal Hsiaoyangchien 120 yuan.	5,000,000	4,386,000	114
		232,128,000	
Tayangchien 100 yuan equal Chinpiao 103 yen.	41,545,000	52,589,000	79
Tayangchien 100 yuan equal Yinpiao 103.5 yen.	5,971,000	5,971,000	100
		58,560,000	
		290,688,000	

Paper notes constitute the major part of the currency of Manchuria; the system of issue, which is very complicated, is separately explained in the following chapter.

Principal Paper Notes Circulated in Manchuria.—*Fengtienpiao.* —The first issue in Fengtien Province of Hsiaoyangpiao which were the predecessors of the present Fengtienpiao, took place in 1905, and were at the time issued by the Fengtien Provincial Bank (奉天官銀號), a bank established with a capital of 300,000 taels of the Shenping silver (瀋平銀), but later on they were also issued by the Bank of China, the Bank of Communications, the Territorial Bank, and others. The reserve held by these banks for the Huafu Bank and others. The reserve held by these banks for the issue of notes was very inadequate, but the amount of issue kept on increasing, resulting in over-issue, and a rapid fall in the value of the notes. The question of their conversion was discussed very often, but no actual result developed. The authorities who had to face the continued fall of Fengtienpiao attempted to adjust the issue, and as a first step, deprived some banks of the right of issuing them, while some other voluntarily withdrew their notes, and so the number of note-issuing banks was greatly reduced.

Later on, notes counted as Fengtienpiao included the Huituichuan (滙兌券) and Tayangpiao (大洋票) of the Provincial Bank of the Three Eastern Provinces (formerly the Fengtien Provincial Bank), the Bank of China, and the Bank of Communications; Chaichuan (債券) or debentures of the Industrial Bank; and Tungyuanpiao (銅元票) of the Kungchi-Pingshih-Chienhao (公濟平市錢號). The Mukden Industrial Bank and Three Eastern Provinces Bank were amalgamated with the Provincial Bank of the Three Eastern Provinces in 1924, and thus the banks issuing Fengtienpiao were finally reduced to four: the Provincial Bank of the Three Eastern Provinces, the Bank of China, the Bank of Communications, and the Kungchi Pingshih Chienhao, and their notes were also restricted to two kinds, Tungyuanpiao (銅元票) and Huituichuan (滙兌券). In 1929 the Kungchi-Pingshih-Chienhao became a branch of the Provincial Bank of the Three Eastern Provinces.

The so-called Fengtienpiao is an inconvertible note compulsorily circulated by the Liaoning provincial authorities. There are



1. Kirin tiao note (1 tiao), issued by Yengheng Kuanyinhao.
2. ditto (back of 5 tiao note).
3. Fengtien piao or Fengpiao (100 copper coins), issued by Kungtai Bank of Fengtien.
4. ditto (back).
5. Frontier Bank note (5 yuan).
6. ditto (back of 10 yuan note).
7. Bank of Communications note (1 yuan).
8. Bank of China note (1 yuan).
9. Heilungkiang tiao note (100 tiao), issued by Kuanghsin Kungsou or Kuanghsin Kuanyinhao.
10. ditto (back of 30 tiao note).

11. Yuanpao yin or Sycee tael.

12. ditto (inside).

Manchurian Paper Currencies and Sycee.

13 kinds, the units being yuan (元), chiao (角), and fen (分). These Fengtienpiao are circulated throughout the province of Liaoning. Huituichuan is an abnormal Tayangpiao, a sort of inconvertible note, issued after the end of 1917 by the Provincial Bank of the Three Eastern Provinces because of difficulty experienced in converting Tayangpiao.

The Fengtienpiao are therefore, as it were, the private currency of the North-Eastern authorities, and with over-issue and the steady fall, its market value is most uncertain; and though steps for improving the situation have often been considered, no actual improvement in its price is seen. It is since December 1925, that the Fengtienpiao has become particularly unstable, for in that month, the average quotation for ¥100 gold was 207 yuan, while in 1928, the highest rate was 3,000 yuan, and the lowest 1,510, averaging 2,509 yuan. In 1929, the average for January was 2,759, and declining further, the average for December was 7,483 yuan, the highest for the whole year being 7,760 yuan and the lowest 2,670 yuan. The future of the Fengtienpiao is therefore very gloomy.

Hsien Tayangpiao.—After the disastrous fall in price of the Fengtienpiao, the government planned to readjust it in order to save practical inconvenience in trade and to meet the request of the National Government for the regulation of the currency.

On May 17, 1929, it was decided that the Joint Reserve Fund of the four banks, the Provincial Bank of the Three Eastern Provinces, the Territorial Bank, the Bank of China and the Bank of Communications should issue new Tayangpiao to relieve the situation.

These new notes are called Hsien Tayangpiao or Tayangpiao of the Liaoning Four Banks Joint Reserve, notes of three values were issued, namely, one, five and ten yuan. Seventy percent of the reserve was to be deposited in bar silver, Hsientayangchien (現大洋錢) or Yuanpaoyin (元寶銀) and the rest was to be kept in valuable securities.

Harbin Tayangpiao.—With the Russian advance into North Manchuria, the North Manchurian economic world, centring in Harbin, was almost entirely controlled by Russian currency. Kuantieh, Hsiaoyangpiao and Tungchien which were formerly the currencies circulated at Harbin, came to be only used among a certain

class of merchants at Fuchiatien. But with the collapse of the Romanoff rule, Chinese and Japanese currencies also entered Harbin. In 1919, the Manchurian branches of the Bank of China and the Bank of Communications obtaining the right to issue notes convertible into Tayangyin, and while the Provincial Bank of the Three Eastern Provinces has also issued convertible Tayang notes since 1920, the Kuanghsin Kungssu (the present Provinvincial Bank of Heilungkiang Province) obtained, at about the same time, the privilege of issuing Harbin Tayangpiao. At first, these new notes were not welcomed, as the people had no confidence in them, but through the exercise of compulsion and a guarantee of conversion given by the authorities of the Government of the Three Eastern Provinces, their circulation was gradually extended, to the detriment of foreign currencies, till at present they are the representative currency of North Manchuria. The Provincial Bank of the Three Eastern Provinces amalgamated with the Three Eastern Provinces Bank in 1924, and succeeded to their right of issue, and the branch of the Territorial Bank which was bought up by Chang Tso-lin in 1925 was also given the right of issue, so that the banks issuing Harbin Tayangpiao number five, including the branches of the Bank of China, the Bank of Communications, and the Provincial Bank of Heilungkiang Province. Harbin Tayangpiao issued by these banks are convertible notes, but through over-issue and the fall of silver the reserve has become insufficient, and at present these notes are not in fact convertible. However, as they are important currencies in North Manchuria, the authorities are striving hard to maintain their market value. In 1928, 100 yuan showed an average price of ¥73.27 gold. The Sino-Soviet controversy of 1929, however, greatly affected the quotation, and on September 30, the notes fell to ¥57.70. Alarmed by this development, the authorities exchanged former notes for those of new issues, thus attempting to prevent an over-issue and endeavouring to unify the currency. This reform plan almost ended in failure, but as settlement between China and the Soviet Union was about to take place, the decline of the new Harbin Tayangpiao was comparatively slight. In December, 1929, despite the phenomenal fall in the price of silver at the end of the year, the average price of 100 yuan of Harbin Tayang was ¥56.34 gold.

The Kirin-Kuantieh.—Kirin Province formerly used currencies from other districts, but in 1856 the authorities issued yinpiao (銀票) or silver notes when a shortage was felt of chihchien (制錢) or copper cash. At that time, the people were disposed to place their trust more in rich merchants than in the government, and Ssutieh (私帖) or private notes issued by such merchants were in more general use than the yingpiao, but the reckless issue of private notes resulted in utter confusion. In 1898, the authorities established the Yungheng Kuantiehchu (永衡官帖局) with a capital of 30,000 silver taels, and, prohibiting the issue of private notes, coined yinyuan (銀元) or silver yuan coins, and to supplement them, issued Yunheng-kuantieh (永衡官帖) or silver yuan notes printed on wooden blocks. This fundamental attempt to reform the currency of Kirin Province was the beginning of the Kirin-kuantieh. At first, the kuantieh was of the silver yuan standard, but as the people had for years been accustomed to the chihchien (制錢) or copper standard, they did not welcome the new kuantieh, and in 1900, kuantieh in chihchien denominations were issued, stamped with the value of so many chihchien.

Kirin-kuantieh are circulated throughout the province of Kirin, but at Harbin, Harbin Tayangpiao are in use for the special reasons that, as Kirin-kuantieh were issued to relieve the financial difficulty of the provincial government, they were naturally over issued, and the value seriously depreciated.

Kuantieh are issued by the Kuantieh-chu (官帖局), while within the Kuantiehchu there existed the Kuanchienchu (官錢局) to issue yangpiaochien (洋票錢). In 1909, however, these two offices were combined, and made into the Kirin Yungheng Kuanyinchienhao, which still continues to issue Kirin-kuantieh.

Heilungkiang-kuantieh.—Formerly, Kirin-kuantieh and silver coins were in general circulation throughout Heilungkiang Province, and Russian currencies were also used, while later on, hsiaoyinyuan (小銀元) or small silver coins and tungyuan (銅元) or copper coin were introduced. In 1904, the Kuanghsin Kungssu (廣信公司) a semi-official organization, was established to undertake the issue of paper notes, besides handling ordinary banking business, and issued the silver standard Heilungkiang-kuantieh, imitating the Kirin-kuantieh, and in 1908, the Heilungkiang kuan-

yinhao (黑龍江官銀號) was established to issue hsiaoyangpiao and tungyuanpiao. These two note-issuing institutions, however, were in 1919 combined under the name of Heilungkiang Kuangsin Kunggssu (黑龍江廣信公司), which, as mentioned above, is now called the Provincial Bank of Heilungkiang Province, and issued the chihchien. The Bank also issues Tayangpiao and four-percent bonds, besides kuantieh. Later, four-percent bonds were liquidated, and as the result of the settlement, the notes issued by the Kuangshin Kungssu were limited to kuantieh and tayangpiao. These latter are of two kinds, Harbin tayangpiao and Kuanghsin tayangpiao, which do not bear the stamp of the Harbin Financial Supervisor: the Kuanghsin tayangpiao is circulated within the province of Heilungkiang at the same value as the Harbin tayangpiao.

Kirin Yungheng Yangpiao.—The Kirin Yungheng-yangpiao (吉林永衡洋票) includes Kirin tayangpiao and hsiaoyangpiao. It originated in the issue of notes convertible with silver yuan by the Kuanchienchu. After the amalgamation with the Kuantiehchu under the new name of Yungheng Kuanyinchienhao, tayangpiao and hsiaoyangpiao as well as Kirin-kuantieh continued to be issued. All these notes are compulsorily circulated, but the tayangpiao is as financially unsound as the Fengtienpiao, and the hsiaoyangpiao has no reserve silver at all, and so cannot in fact be converted.

Kuoluyin (過爐銀).—This has developed only at Yingkow. In the latter half of the 19th century, the economic development of Yingkow was so rapid as suddenly to increase the demand for Yingpingyin (營平銀) which was circulated as currency. This demand the yinlu (銀爐) or silver mints which minted these silver tael coins, were unable to meet, and there arose a custom of these mints receiving silver ingots brought by clients for making Yingpingyin in custody for a certain period without any charge, and paying out minted coins only when such clients actually needed them. In accordance with this custom, the yinlu came to issue receipts for such deposits of silver ingots, and these receipts were circulated as currency. Moreover, by a method initiated by the mints, such of their clients as had silver ingots deposited with them, would settle their accounts with one another by debiting or crediting their accounts on the books of the mint; and so originated the system of

Kuoluyin. Later, with the further development of the system, mints came to make extensive loans, and their reserve funds often did not suffice to cover the total deposit, so that business with yinlu became unsafe. In view of this state of affairs, the authorities and those concerned consulted together in 1883, and established the Kuoluyin system of to-day. Under which, on the first day of March, June, September, and December (by the lunar calendar) the books of the yinlu or mints are to be closed and all accounts settled, quarterly.

Bank of Chosen Notes.—After the Bank of Chosen opened an agency at Antung in 1909, and business in Manchuria increased, the notes of the bank came to be circulated in that territory. As the economic development of Japan in Manchuria increased, the Government of Japan made the Bank of Chosen the central organization in Manchuria for general commercial banking purposes, and instructed it to issue gold notes or chinpiao (金票). At the same time, the right of issuing gold notes hitherto granted to the Yokohama Specie Bank was withdrawn, and gold notes have been under the single control of the Bank of Chosen since 1917. Several branches of the Yokohama Specie Bank established along the South Manchuria Railway lines were combined with the branches of the Bank of Chosen. The circulation of the gold notes issued by the Bank of Chosen is compulsory in the Kwantung Leased Territory and the Railway Zone, but is not confined to these districts, and extends to Harbin, Vladivostok and other regions.

Yokohama Specie Bank Silver Notes.—The Yokohama Specie Bank established its first branch in Manchuria at Newchwang in 1900, and this branch began, in January 1902, to issue bearer notes payable on demand, and with the opening of the Bank's branches at Dairen and Mukden, the issue of these notes greatly increased, particularly so after the close of the Russo-Japanese War, when it was used to replace the military notes issued during the war.

As reserve for converting the notes, the Bank holds old Japanese Yen silver coins containing 373.13136 Troy grains of pure silver. The note, of which the issue is handled by the Dairen branch of the bank, has won the confidence of the Chinese people, and is gradually coming into circulation in all the important cities of both North and South Manchuria.

Market Value of Currencies.—It will be seen from the above that currencies in circulation in Manchuria are very numerous, and their quotations differ according to locality. The recent market quotations of currencies circulated in Dairen, Mukden, Yingkow, Antung, Changchun, Kirin and Harbin are as follows:

MARKET VALUE OF CURRENCIES

			1928			1929		
			Highest Yen	Lowest Yen	Average Yen	Highest Yen	Lowest Yen	Average Yen
	Silver 100 yuan in gold	June	103.80	99.75	101.51	95.40	93.70	94.80
		December ...	100.70	99.35	99.93	80.70	77.00	79.39
		Average of the Year	108.10	95.85	99.95	101.75	77.00	91.89
			Yuan	Yuan	Yuan	Yuan	Yuan	Yuan
Dairen ...	Silver 100 yuan in Hsiaoyangchien	June	121.90	119.80	120.79	122.79	121.53	122.40
		December ...	119.68	117.48	118.08	116.20	111.75	114.20
		Average of the Year	127.55	103.45	121.17	127.16	111.55	120.93
	Gold 100 yen in Hsiaoyanchien	June	120.40	117.15	119.03	130.05	128.00	129.13
		December ...	119.15	116.65	118.11	146.10	141.90	143.77
		Average of the Year	131.50	112.85	121.37	146.10	117.75	130.25
	Gold 100 yen in Fengtienpiao	June	2,720.00	2,000.00	2,392.17	7,556.00	5,600.00	6,520.00
		December ...	2,870.00	2,760.00	2,810.42	7,760.00	7,300.00	7,483.26
		Average of the Year	3,300.00	1,510.00	2,509.65	7,760.00	2,670.00	5,682.68
Mukden ..	Chaopiao 100 yuan in Fengtienpiao	June	2,780.00	2,030.00	2,439.50	5,800.00	5,300.00	5,483.33
		December ...	2,870 00	2,720.00	2,804.79	6,100.00	5,950.00	5,993.48
		Average of the Year	3,200.00	1,520.00	2,507.73	6,410.00	2,670.00	5,059.48
	Tayangchien 100 yuan in Fengtienpiao	June	2,850.00	2,150.00	2,564.14	7,200.00	5,350.00	6,206.75
		December ...	2,920.00	2,800.00	2,854.79	6,130.00	5,950.00	6,027.83
		Average of the Year	3,300.00	1,540.00	2,542.61	7,200.00	2,705.00	5,117.31

			Yuan	Yuan	Yuan	Yuan	Yuan	Yuan
Yingkow ..	Gold 100 yen in Fengtienpiao ..	June	2,695.00	1,960.00	2,383.28	7,425.00	5,685.00	6,434.76
		December ...	2,900.00	2,755.00	2,821 35	7,850.00	7,330.00	7,517.20
		Average of the Year	3,800.00	1,510.00	2,535.13	7,850.00	2,652.50	5,668.77
	Chaopiao 100 yuan in Fengtienpiao	June	2,725.00	1,990.00	2,436.03	6,970.00	5,440.00	6,086.24
		December ...	2,915.00	2,712.00	2,820.87	5,995.00	5,450.00	5,921.60
		Average of the Year	3,700.00	1,510.00	2,530.01	6,970.00	2,661.00	5,096.37
	Hsientayang 100 yuan in Fengtienpiao	June	2,815.00	2,065.00	2,537.24	6,975.00	5,400.00	6,078.93
		December ...	2,915.00	2,785.00	2,853.00	6,060.00	5,965.00	6,008.20
		Average of the Year	3,825.00	1,550.00	2,519.83	6,975.00	2,711.00	5,085.95
	Luyin 53.5 Tael Fengtienpiao ..	June	580.00	443.50	524.62	1,657.50	1,238.50	1,400.50
		December ...	701.00	682.00	692.79	1,565.00	1,500.00	1,530.88
		Average of the Year	760.00	319.00	543.57	1,657.50	622.00	1,196.31
			Tael	Tael	Tael	Tael	Tael	Tael
	Gold piao 100 yen in Luyin ..	June	250.00	237.00	243.75	251.75	241.50	245.05
		December ...	223.50	213.70	217.90	274.50	256.30	262.72
		Average of the Year	368.00	213.70	249.51	279.05	201.00	249.79
	Shanghai 1,000 tael Huishuei ..	June	3,547.00	3,395.00	3,462.90	3,277.50	3,198.00	3,232.98
		December ...	3,132.50	2,963.50	3,036.93	2,934.00	2,857.00	2,896.72
		Average of the Year	3,740.00	2,963.50	3,462.22	3,361.00	2,857.00	3,164.21

			Yen	Yen	Yen	Yen	Yen	Yen
	Chenpingyin 100 tael in Gold piao	June	148.10	142.70	144.34	135.00	133.20	134.26
		December ...	141.80	139.30	140.26	112.80	105.70	109.69
		Average of the Year	154.20	133.90	140.29	141.80	105.70	128.84
			Yuan	Yuan	Yuan	Yuan	Yuan	Yuan
	Chengpingpin 100 tael in Hsiao-yangchien	June	154.90	153.70	154.18	156.98	155.76	156.47
		December ...	150.40	144.20	147.96	140.40	136.90	138.74
		Average of the Year	160.20	144.20	152.05	159.00	136.90	150.59
			Tael	Tael	Tael	Tael	Tael	Tael
	Gold 100 yen in Chenpingyin ..	June	70.20	67.50	69.28	75.03	73.85	74.47
		December ...	71.80	70.10	71.27	94.60	88.65	91.14
Antung ..		Average of the Year	74.70	64.85	71.29	94.60	70.00	78.19
			Yuan	Yuan	Yuan	Yuan	Yuan	Yuan
	Gold 100 yen in Fentiengpiao ..	June	2,833.20	1,949.50	2,390.62	7,151.82	5,583.24	6,400.43
		December ...	2,910.00	2,728.00	2,805.77	7,775.00	7,235.80	7,465.48
		Average of the Year	3,893.00	1,428.50	2,503.33	7,775.00	2,625.00	5,632.95
			Yen	Yen	Yen	Yen	Yen	Yen
	Hsiaoyangchien 100 yuan in Gold piao	June	96.00	92.31	93.62	86.27	85.38	85.78
		December ...	97.12	93.31	94.80	80.86	76.20	79.10
		Average of the Year	100.23	84.15	91.40	96.81	76.20	85.42

			Tiao	Tiao	Tiao	Tiao	Tiao	Tiao
Changchun	Gold piao 1 yen in Kuantieh ...	June	188.40	177.60	183.49	198.50	189.00	193.66
		December ...	172.70	165.00	170.63	254.00	241.90	250.26
		Average of the Year	206.00	158.80	180.01	256.40	173.60	207.44
	Chiaopiao 1 yen in Kuantieh ...	June	189.80	181.00	186.33	185.30	180.80	183.81
		December ...	172.80	166.00	170.07	203.30	191.00	198.64
		Average of the Year	199.80	158.40	179.79	207.30	174.00	189.10
	Hsientayang 1 yuan in Kuantieh	June	144.00	137.00	139.21	133.90	128.60	131.57
		December ...	125.60	119.50	125.72	143.50	139.00	140.79
		Average of the Year	154.80	107.00	131.82	144.50	125.30	133.94
	Fengtienpiao 1 yuan in Kuantieh	June	9.30	7.25	7.83	3.47	2.60	3.02
		December ...	6.25	5.75	5.89	3.60	3.23	3.38
		Average of the Year	11.20	5.10	7.09	7.00	2.60	4.02

			Tiao	Tiao	Tiao	Tiao	Tiao	Tiao
Kirin	Tayang 1 yuan in Kuantieh ...	June	142.60	137.50	138.90	134.00	128.00	131.04
		December ...	124.80	119.65	122.39	143.50	138.50	141.20
		Average of the Year	154.60	100.00	131.16	144.80	125.00	133.90
	Gold piao 1 yen in Kuantieh ...	June	187.50	179.10	182.90	198.50	188.80	193.27
		December ...	172.90	165.10	170.70	255.50	242.70	249.50
		Average of the Year	206.50	158.80	179.91	256.00	172.60	207.27
	Hsientayang 1 yuan in Kuantieh	June	140.00	132.00	137.10	136.00	128.00	131.52
		December ...	122.50	117.00	119.29	140.00	134.00	136.60
		Average of the Year	144.50	108.50	128.34	148.50	122.00	133.78
Harbin ...	Tayang 1 yuan in Heilungkiang Kuantieh	June	326.00	292.00	304.01	280.10	264.50	272.33
		December ...	255.50	243.50	249.40	290.80	280.00	286.81
		Average of the Year	326.00	226.00	260.08	298.00	260.90	282.02
			Yen	Yen	Yen	Yen	Yen	Yen
	Tayang 100 yuan in Gold piao ..	June	77.05	73.90	75.54	68.45	67.20	68.03
		December ...	73.00	70.30	71.80	57.30	55.30	56.34
		Average of the Year	80.15	62.10	73.27	72.55	54.68	65.10

APPENDIX: INSURANCE

Japanese Insurance Business.—Before the Russo-Japanese War, the insurance business in Manchuria was in the hands of British merchants at Yingkow. This port had been opened under the Tientsin Treaty, and the merchants acted as agents for marine insurance companies, and later handled, both marine and fire insurances, respecting danger to cargo after landing.

Of Japanese insurance companies, the Meiji Life Insurance Company first opened an agency at Dairen in 1906. Since then various Japanese insurance companies have entered business in Manchuria, and prospered in company with the general economic development of the country.

Life Insurance.—Life insurance in Manchuria is mostly handled by Japanese insurance companies, there being only a few Chinese insurance companies outside the Kwantung Leased Territory. With the lack of proper registration, it is impossible to obtain death statistics for Chinese, and difficult to secure proper certificates of death, while on account of their rudimentary ideas of sanitation, the death rate is very high, and there is inconvenience in paying insurance money because of the difference in standards of currency. These factors have hindered the development of life insurance business in Manchuria, especially among the Chinese, but gradually they are realizing the benefits of it, and are beginning to make contracts with Japanese life insurance companies.

In the Kwantung Leased Territory and the South Manchuria Railway Zone the Communication Bureau administers postal life insurance for Japanese residents under the same conditions as in Japan proper.

Insurance Against Loss.—The Japanese Fire Insurance Company which was established at Port Arthur after the conclusion of the Russo-Japanese War made its headquarters at Dairen, then developing into, as the economic centre of Manchuria. Prior to this, foreign insurance companies had already been active in handling transport and marine insurance, seeing good prospects in the large volume of produce shipments. At that time, Japanese insurance companies were not yet soundly established, and insurance contracts mostly went to foreign companies, but with the outbreak of the Great War, it became difficult for foreign insurance companies

to maintain their activity and some had to close their agencies—a state of affairs which encouraged the development of Japanese companies. Mitsui & Co., Suzuki & Co., the Fuchang Kungssu and the Okura Trading Co., have shown successful results in acting as agents for Japanese and foreign insurance companies. In 1922, the Dairen Marine Insurance Company was established.

Insurance statistics for the companies in Kwantung Province and Railway Zone are as follow:

Year	Number of firms at the end of the Year	Collected premiums	Amount of Insurance paid	Insurance Contracted		Insurance Cancelled		Total Insurance at the end of the year	
				Number	Amount	Number	Amount	Number	Amount
Life Insurance									
1925	187	¥3,306,364	¥424,191	7,884	¥14,993,612	5,736	¥15,643,471	28,230	¥44,169,318
1926	192	1,998,659	584,104	7,833	14,354,574	4,615	8,394,611	31,012	50,986,350
1927	188	1,923,097	537,742	7,087	15,161,253	5,853	10,771,766	32,111	55,064,220
1928	166	1,907,471	636,309	9,074	14,546,274	7,772	9,647,803	31,481	56,648,373
1929	157	2,266,706	737,066	7,657	18,374,986	4,300	8,865,628	32,507	62,679,499
Insurance against loss									
1925	240	1,714,005	630,758	84,691	638,516,560	77,542	389,266,178	49,445	303,898,777
1926	229	1,640,391	1,112,409	76,358	660,029,872	76,481	634,447,002	49,007	328,637,551
1927	209	2,299,511	659,838	90,731	1,024,167,364	84,858	982,219,589	54,322	367,864,945
1928	197	1,880,733	1,092,617	113,096	1,081,934,589	103,595	1,048,614,615	67,915	415,521,400
1929	205	2,001,331	635,343	110,376	1,204,547,886	91,464	958,470,993	81,234	631,905,315
Other Insurance									
1925	17	27,629	15,669	269	312,000	75	158,759	848	771,141
1926	18	26,307	3,436	368	408,600	90	102,700	1,094	1,052,441
1927	18	32,007	5,464	535	456,545	251	233,645	1,294	1,235,100
1928	25	68,011	3,747	1,019	803,300	468	471,100	1,984	1,734,300
1929	26	85,364	5,215	1,229	1,379,950	281	316,412	3,295	3,722,038
Total									
1925	444	5,047,993	1,070,618	92,844	653,822,172	83,353	605,068,408	78,523	348,839,236
1926	439	3,665,357	1,699,949	84,559	674,793,046	81,186	642,944,313	81,113	380,676,342
1927	415	4,254,615	1,203,044	98,353	1,039,785,162	90,962	993,225,000	87,727	424,164,265
1928	388	3,856,215	1,732,673	123,189	1,097,284,163	111,835	1,058,733,518	101,380	473,904,073
1929	388	4,353,401	1,377,624	119,262	1,224,302,822	96,045	967,653,033	117,036	698,306,852

Chinese Insurance Business.—The Chinese in Manchuria and Mongolia have still a very primitive conception of insurance, and the majority do not know what is meant by the word. But in cities and towns, among those who are associating with foreigners or are conducting extensive business, the importance of insurance is gradually becoming known, and as Chinese insurance organizations are still undeveloped, they are contracting with foreign insurance companies. But since ancient times, there has been in China an insurance system called Shuihsien (水險) or water insurance, in such special districts as Antung or Yingkow, for insuring against flood damages, and also another form of insurance against the attacks of mounted bandits. There is a Chinese insurance company, with headquarters in Shanghai, that has a quite extensive clientele among the Chinese population in Manchuria, and there are now firms in Liaoning Province, whose business circumstances, however, are unknown.

CHAPTER XVII.

FOREIGN INVESTMENT

1. GENERAL OUTLINE

The Japanese are supreme in the field of foreign investment in Manchuria, with a total investment of over ¥1,400,000,000 at the end of 1926, and over ¥1,510,000,000 in 1928. The next in order are the Russians, British and Americans, but the amount of their investments is far smaller than that of the Japanese. In South Manchuria, the Japanese almost monopolize the foreign investment field, owing to the nearness of that part of the country to Japan, and the existence of the South Manchuria Railway Company, while in North Manchuria, the Soviet Union holds the foremost position because of the Chinese Eastern Railway, and is followed by the Japanese, British and Americans.

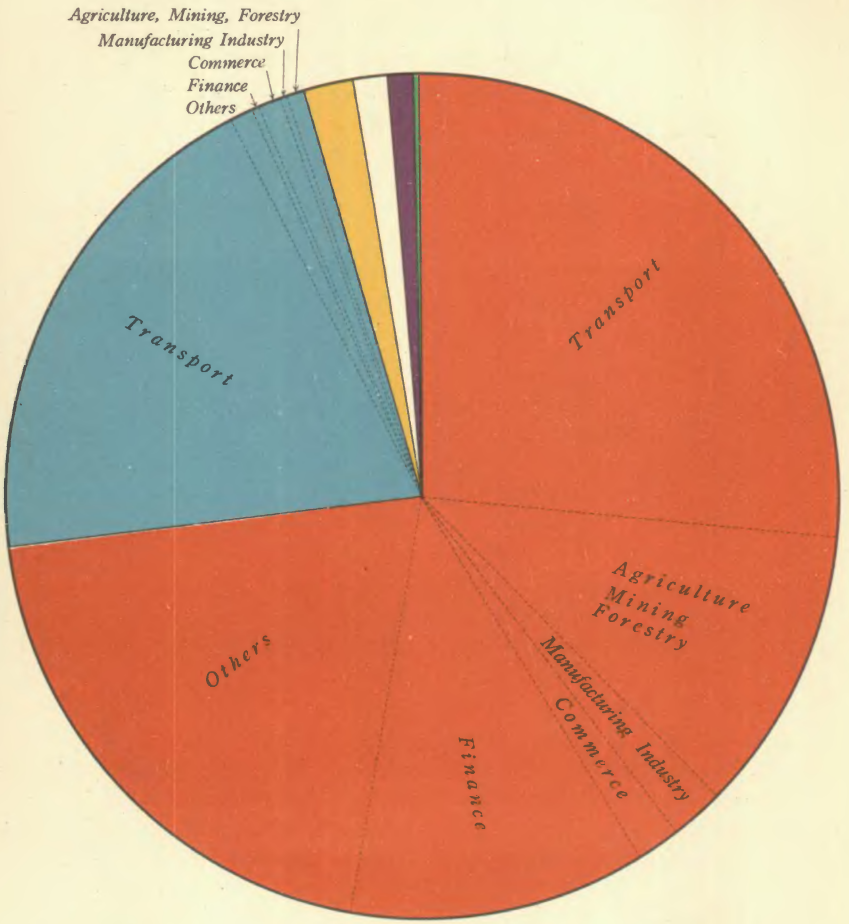
INVESTMENTS BY FOREIGN COUNTRIES IN MANCHURIA
(in thousands of Yen)

	Japan	Soviet Union	Great Britain	U.S.A.	Sweden & France	Denmark
Transport	448,186	397,663	16,500	—	14,276	—
Agriculture, Mining and Forestry	241,045	19,500	—	—	250	—
Manufacture	147,404	5,250	2,500	2,500	5,000	250
Commerce	117,753	19,500	10,870	10,700	60	607
Banking	294,339	7,902	7,000	8,500	—	—
Others	352,027	15,200	2,720	4,700	1,500	150
Total	1,510,754	465,015	39,590	26,400	21,086	1,007
Percentage	(73.2%)	(22.5%)	(1.9%)	(1.3%)	(1.0%)	(0.1%)

(Investments by countries other than Japan having been mostly made before 1917, their totals are calculated at the exchange rates of Rouble at ¥1, silver yuan ¥1, Gold dollar ¥2, and Pound Sterling ¥10.)

While detailed information about Japanese investments is available, there is practically none obtainable regarding investments by other foreigners, and therefore the investments treated of in this chapter, are mainly Japanese, and only a brief account is given of others, but it is hoped to supplement at a future date this scanty information from the results of further investigations.

Foreign Investments in Manchuria



Japan (73.2%)	*U. S. A. (1.3%)*
U. S. S. R. (22.5%)	*France (1.0%)*
Great Britain (1.9%)	*Denmark and Sweden (0.1%)*

2. JAPANESE INVESTMENTS

Outline.—Japanese investments in Manchuria as mentioned above totalled more than ¥1,510,000,000 at the end of 1928 and they may be classified as follows according to the enterprises:

CLASSIFIED JAPANESE INVESTMENTS

Enterprise	Amount	Percentage
Railway ..... ¥	356,316,000	24
(loans	102,021,000)	
Harbour	63,834,000	4
Transport	28,036,000	2
Agriculture, Mining and Forestry	241,045,000	16
(loans	60,562,000)	
Manufacture	110,121,000	7
Commerce	117,753,000	8
Electricity and Gas	37,283,000	3
(loans	1,155,000)	
Banking	106,705,000	7
Finance and Trust business	97,634,000	6
Public Institutions	302,569,000	20
Miscellaneous	49,458,000	3
Total	1,510,754,000	100

(Figures for the South Manchuria Railway Company are for the fiscal year 1927-1928; those for the Kwantung Government are for the fiscal year 1928-1929, and others are those at the end of 1926.)

The South Manchuria Railway Company which represents more than 50% of the total Japanese investment in Manchuria (54% at the end of 1926) has distributed its investments in the following fields of enterprise.

INVESTMENTS MADE BY SOUTH MANCHURIA RAILWAY CO.

A. Direct Investment:	March 1, 1929	March 1, 1930
Railway	¥249,703,229	¥261,882,378
Manufacture	7,579,171	6,503,988
Harbour	69,203,748	78,093,974
Mining	106,719,239	112,276,860
Oil plant	4,935,656	8,961,173
Fertilizer plant	79,782	47,235
Iron works	20,871,315	27,127,138
Public institutions	167,169,269	172,513,955
Miscellaneous	45,489,897	48,794,812
Total Direct Investment	671,751,306	716,201,513

B. Indirect Investment:		
Investment in bonds and stocks	93,342,888	94,226,837
Investment in loans to Chinese railway and other loans	78,755,454	69,265,704
Grand Total	833,849,648	879,694,054

These Japanese investments may be again classified by the form of investments as follows (Classification for the year 1926 is the latest available):

JAPANESE INVESTMENTS CLASSIFIED

Investment in Loans .....

Investments in Incorporated bodies
- Companies formed under the Japanese Commercial code
  - Companies with main offices in Manchuria
  - Companies with main office outside of Manchuria
- Companies not bound by the Japanese Commercial Code

Investments in Individual Enterprises .....

GRAND TOTAL .....

(1) Investments made in Russian gold and silver currencies are included in the above figures.
(2) The figures in this table represent the actual amounts of Japanese investments excluding other foreign investments.

ACCORDING TO THE FORM OF INVESTMENT.

171,691,196 (12%)	Railway (Transport)	¥102,009,945
	Mining and Forestry	60,562,072
	Electricity	1,154,958
	Others	7,964,221
911,757,788 (65%)	Transport	663,473,664
	Manufacture	71,426,601
	Financing and trust business	46,343,804
	Commerce	40,293,981
	Electricity and Gas	35,570,646
	Banking	20,587,603
	Others	34,061,489
187,373,665 (13%)	Trading	21,269,750
	Transport	11,405,000
	Manufacture	16,966,496
	Banking	86,117,013
	Financing and trust business	51,290,406
	Insurance	325,000
36,220,476 (3 %)	Mining	11,650,000
	Lumber trade	18,903,000
	Electricity	556,912
	Transport	5,095,564
	Others	15,000
94,991,560 (7 %)	Agriculture and Forestry ..	4,407,822
	Commerce	56,189,256
	Manufacture	17,227,508
	Others	17,166,974
1,402,034,685 (100%)		

(3) In this table the investment by the South Manchurian Railway Co. is included under the item of transport in the first category, only excluding the amount which is invested outside of the company's direct business and overlap with other investments, as well as such invested outside of Manchuria and Mongolia.

Investments in the Form of Loans.—The total amount and classification of Japanese investments in the form of loans have already been given, but the historical development of such loans may be seen from the following table:

	Railway		Mining & Forestry		Electricity		Various		Total	
	No. of Loans	Amount	No. of Loans	Amount	No. of Loans	Amount	No. of Loans	Amount	No. of Loans	Amount
1909	1	¥ 320,000	—	¥ —	—	¥ —	—	¥ —	1	¥ 320,000
1912	1	320,000	—	—	—	—	1	90,000	2	410,000
1916	2	5,320,000	3	2,134,000	—	—	2	1,590,000	7	9,044,000
1917	3	11,820,000	7	5,397,000	—	—	2	1,590,000	12	18,807,000
1918	5	41,820,000	10	38,397,000	2	235,000	7	2,169,529	24	82,621,529
1919	5	41,820,000	11	39,099,072	3	346,000	17	3,611,998	36	84,877,070
1920	6	73,820,000	11	39,099,072	3	346,000	18	3,711,998	38	116,977,070
1921	6	73,820,000	11	39,099,072	4	481,000	22	4,136,998	43	117,537,070
1922	6	73,820,000	13	40,471,572	6	771,000	26	4,415,725	51	119,478,297
1923	7	81,817,081	13	40,471,572	6	771,000	32	5,208,725	58	128,268,378
1924	9	87,179,526	14	44,394,358	6	771,000	36	5,438,725	65	137,883,609
1925	11	93,479,526	15	45,915,180	6	771,000	50	5,736,424	82	145,902,130
1926	11	93,479,526	16	49,717,816	6	771,000	53	5,870,424	86	149,838,766
1927	10	102,009,945	16	60,562,072	6	1,154,958	42	7,964,221	74	171,691,196

(The difference between the amounts for 1926 and 1927 represents the accumulated unpaid interest. The "number of loans" for 1927 indicates the number of loan agreements; in other cases it indicates the number of actual loans.)

The greater part of these loans (¥97,743,823 including unpaid interest) is made by the Japanese Government, and the remainder (¥18,239,116 including unpaid interest) by the Japanese public. On most of these loans, the interest agreed upon is not paid satisfactorily; for instance, the total amount of interest to be paid on these loans in 1926 was ¥11,396,000, but the amount actually paid was only ¥915,000 or less than 10% of the amount due. This unpaid interest is added to the capital of the loan, so that although in some loans certain payments were made to redeem capital, the total amount unredeemed at the end of 1926 (¥156,112,947) was larger than the original total capital (¥149,838,766).

Direct Investments.—The amount of Japanese direct investment in enterprises in Manchuria reached ¥1,340,000,000 in 1928, comprising more than 88.6% of the total Japanese investment. No detailed information is, however, available about the nature of the enterprises developed by these investments; only the amount of capital engaged in the various branches of enterprise, is here given.

CAPITAL OF JAPANESE COMPANIES IN MANCHURIA

	1923	1924	1925	1926	1927	1928
Agriculture:						
No. of companies	15	24	25	31	28	20
Paid-up capital or invested amount	6,672,500	17,767,500	17,792,500	18,332,500	7,927,500	7,422,500
Proportion of whole (per cent) ..	(1.3)	(3.3)	(3.2)	(3.2)	(1.4)	(1.2)
Marine Products:						
No. of companies	6	7	8	7	7	7
Paid-up capital or invested amount	1,487,000	1,309,100	1,496,600	799,600	799,600	799,600
Proportion of whole (per cent) ..	(0.3)	(0.2)	(0.3)	(0.1)	(0.1)	(0.1)
Mining:						
No. of companies	10	12	17	19	23	24
Paid-up capital or invested amount	8,589,300	8,439,300	8,324,300	13,475,150	14,832,634	15,060,701
Proportion of whole (per cent) ..	(1.6)	(1.6)	(1.5)	(2.3)	(2.5)	(2.4)
Manufacture:						
No. of companies	251	278	299	326	343	371
Paid-up capital or invested amount	91,062,730	65,503,332	74,626,132	99,832,057	99,293,557	101,264,175
Proportion of whole (per cent) ..	(17.1)	(12.1)	(13.6)	(17.2)	(16.7)	(16.4)
Commerce:						
No. of companies	452	445	487	534	574	591
Paid-up capital or invested amount	105,567,455	118,295,713	115,854,467	111,146,629	116,049,717	116,404,667
Proportion of whole (per cent) ..	(19.8)	(21.8)	(21.1)	(19.2)	(19.6)	(18.7)
Transport:						
No. of companies	78	82	81	81	78	79
Paid-up capital or invested amount	318,693,000	330,197,000	330,770,000	335,858,000	354,258,000	379,803,500
Proportion of whole (per cent) ..	(59.9)	(61.0)	(60.3)	(58.0)	(59.7)	(61.2)
Total:						
No. of companies	812	848	917	998	1,053	1,100
Paid-up capital or invested amount	532,071,985	541,511,945	548,863,999	579,443,936	593,161,008	620,755,143

(At the end of 1926, the total poid-up capital was ¥586,320,762, but the amount of actual investments made by the companies reached ¥1,135,351,929 or almost twice the total paid-up capital).

Reviewing the yield of these investments, it can be seen that, with the exception of the South Manchuria Railway Company, these enterprises are showing much poorer results than similar enterprises in Japan proper. Particularly is this so with Sino-Japanese joint enterprises, not a few of which are actually showing losses; they are handicapped by having a double supervision and superfluous employees, and their operating expenses are generally very high. Moreover, as most of them are based on concessions, their activities have been greatly hindered by the recent Chinese movement for regaining lost rights and privileges.

EARNINGS OF COMPANIES IN MANCHURIA FORMED UNDER THE JAPANESE COMMERCIAL CODE

(Average dividend, %)

		Agriculture	Marine	Mining	Manufacture	Commerce	Banking	Transport	Average dividend of Japanese companies in Manchuria & Mongolia	Average dividend of Japanese companies in Japan proper
1918–1st	half ..	—	—	—	30.3	6.0	10.0	8.7	12.89	23.00
2nd	half ..	—	—	—	23.5	6.7	9.5	17.0	18.32	23.70
1919–1st	half ..	9.0	—	6.0	18.4	5.5	11.7	10.0	13.30	20.10
2nd	half ..	10.0	—	6.0	14.7	9.0	16.8	12.5	19.99	20.90
1920–1st	half ..	7.3	—	loss	7.2	10.1	9.7	12.5	10.78	26.90
2nd	half ..	5.7	—	loss	12.1	9.1	10.7	11.6	11.11	18.20
1921–1st	half ..	5.7	—	loss	6.2	5.5	9.9	8.6	8.22	14.30
2nd	half ..	3.5	—	loss	4.9	5.0	8.6	8.8	8.00	14.70
1922–1st	half ..	3.2	3.2	loss	7.5	11.6	8.6	7.0	9.05	14.00
2nd	half ..	2.3	3.2	loss	6.6	4.2	8.0	7.0	7.29	13.50
1923–1st	half ..	2.1	10.0	loss	6.0	5.2	7.5	6.7	6.20	13.20
2nd	half ..	2.3	8.0	loss	6.0	4.9	10.8	6.0	6.62	11.60
1924–1st	half ..	2.8	8.0	loss	5.4	4.6	6.4	8.3	5.52	11.80
2nd	half ..	5.0	8.0	loss	6.0	5.7	5.1	8.5	4.91	12.10
1925–1st	half ..	2.4	—	—	4.3	4.0	3.9	8.9	4.15	11.30
2nd	half ..	1.6	10.0	—	5.7	3.2	3.9	13.3	5.98	11.10
1926–1st	half ..	loss	10.0	—	4.6	3.6	2.8	9.0	4.78	11.00
2nd	half ..	loss	9.0	—	5.2	5.2	3.0	9.0	5.19	11.70

3. INVESTMENTS OF OTHER FOREIGNERS

Foreigners other than Japanese invest chiefly in North Manchuria, and the amount of their investments was in 1928 about ¥550,000,000, or some 40% of the Japanese total. Of this sum, ¥465,000,000 or 84% represents investments by the Soviet Union;

Kitaiskaya Street, Harbin.

next come British investments with ¥39,000,000, or less than 10% of the total amount invested by foreigners other than Japanese. The following table shows these investments classified according to enterprises, as they stood in the year 1928.

INVESTMENTS OF VARIOUS COUNTRIES IN MANCHURIA

(in thousands of Yen)

	U.S.S.R.	Great Britain	U.S.A.	France	Sweden & Denmark	Total
Railway	397,663	16,500	—	14,276	—	428,439
Forestry	4,500	—	—	—	—	4,500
Mining	15,000	—	—	250	—	15,250
Fishery	200	—	—	—	—	200
Manufacture ...	5,250	2,500	2,500	5,000	250	15,500
Commerce	19,500	10,870	10,700	60	607	41,737
Banking	7,902	7,000	8,500	—	—	23,402
Miscellaneous ..	15,000	2,720	4,700	1,500	150	24,070
Total	465,015	39,590	26,400	21,086	1,007	553,098

The greater part of the above investments have been made before 1917, the calculation in yen is made at the exchange rates of Rouble at ¥1, silver yuan ($1) ¥1, Gold dollar ¥2, and Pound Sterling ¥10.

Great Britain had subscribed to the debenture of the South Manchuria Railway Company to the extent of ¥39,052,000 at the end of March 1928, but this amount is not included in the above table.

The Swedish investment in manufacturing enterprises in Manchuria amounting to ¥250,000 represents the paid-up amount of the shares of the Kirin Match Company held by the Swedish Match Trust under the name of a Japanese.

CHAPTER XVIII.

LABOUR AND IMMIGRATION

1. LABOUR

Labour in Manchuria is almost entirely Chinese, the number of Japanese workmen, of whom most are Korean, and Russian workmen being small. While this is a generally recognized fact, detailed information is not available concerning the number of Chinese workers and the occupations in which they are engaged. The census of Liaoning Province taken by the provincial government in February 1930, shows roughly the number of employees, but unfortunately, there are no statistics covering the whole territory of Manchuria. However the results of this census will be useful for reference.

CENSUS OF LIAONING PROVINCE

(Published by the provincial government in February, 1930).

	Ordinary Households	Households on boats	Temples	Public Institutions	Foreigners
Households	2,246,854	825	3,693	14,344	16,038
Population	15,979,404	829	6,914	279,028	88,885
Male	9,523,462	466	5,988	247,179	47,641
Female	6,455,942	363	926	31,849	41,244
Actual Residents	15,676,045	789	6,141	—	86,562
Male	9,523,462	437	5,456	—	46,392
Female	6,455,942	352	685	—	40,170
Non-Residents	303,359	40	773	—	2,323
Male	263,600	29	532	—	1,249
Female	39,759	11	241	—	1,074
Employees	8,284,853	582	—	—	60,595
Male	4,462,513	368	—	—	35,750
Female	3,822,340	214	—	—	24,845
Persons not employed	5,694,551	247	—	—	28,290
Male	3,060,949	98	—	—	11,891
Female	2,633,602	149	—	—	16,399
Suspicious Characters	(Male) 685	—	—	(Male) 190	—

It is difficult to estimate how far the above figures can be regarded as reliable, and no figures at all have been published for the other provinces of Manchuria. It is, however, an undeniable

fact that the majority of Chinese inhabitants are engaged in primitive industries and agriculture.

As it is impossible to find out in detail the occupational distribution of the population in Manchuria as a whole, the study must be confined to certain districts. It is on this account, that the present chapter gives only the proportion of Chinese and Japanese in the various industries in such limited districts as the Kwantung Leased Territory, the South Manchuria Railway Zone, and in Newchwang or Yingkow, Liaoyang, Mukden, Tiehling, Changchun and Antung where Japanese Consuls are stationed. The general condition covering the period from the end of 1924 to the end of 1928 in the above mentioned areas is as follows:

Industry	1924 Workers	1924 Dependents	1924 Total	1924 Percentage	1925 Workers	1925 Dependents	1925 Total	1925 Percentage	Workers
Agriculture:									
Japanese	299	608	907	0.2	331	628	959	0.2	418
Chinese	134,211	243,556	377,767	99.8	122,941	260,961	383,902	99.8	127,224
Other nationalities	6	—	6	0	2	10	12	0	6
Fishing:									
Japanese	228	433	661	1.6	240	433	673	1.6	228
Chinese	11,226	29,641	40,867	98.4	11,700	29,835	41,535	98.4	11,384
Other nationalities	—	—	—	0	—	—	—	0	—
Mining:									
Japanese	78	130	208	12.9	59	118	177	7.2	59
Chinese	632	774	1,406	87.1	944	1,349	2,293	92.8	866
Other nationalities	—	—	—	0	—	—	—	0	—
Manufacturing Industries:									
Japanese	8,485	16,032	24,517	29.2	8,532	16,632	25,164	27.4	8,336
Chinese	30,462	28,974	59,436	70.7	34,541	32,159	66,700	72.6	35,210
Other nationalities	24	54	74	0.1	22	22	44	0	25
Commerce:									
Japanese	7,402	11,588	18,990	31.5	7,345	11,459	18,803	24.8	8,542
Chinese	27,314	13,843	41,157	68.2	29,949	26,758	56,707	74.9	33,872
Other nationalities	94	93	187	0.3	103	90	103	0.3	121
Transport:									
Japanese	4,385	10,026	14,411	24.0	4,564	10,292	14,856	24.2	5,287
Chinese	25,833	19,969	45,802	76.0	25,207	21,337	46,544	75.7	26,193
Other nationalities	9	16	25	0	19	42	61	0.1	18
Public Administration & Profession Service:									
Japanese	7,209	12,877	20,086	60.1	7,362	13,810	21,172	61.8	7,801
Chinese	5,021	8,241	13,262	39.7	5,041	7,958	12,999	38.0	5,774
Other nationalities	33	41	74	0.2	36	48	84	0.2	44
Other Industries and Services:									
Japanese	2,039	1,929	3,968	10.2	2,734	2,744	5,478	11.5	2,335
Chinese	16,149	18,831	34,980	89.8	18,987	23,022	42,009	88.4	20,904
Other nationalities	7	13	20	0	16	25	41	0.1	8
Domestic Service:									
Japanese	665	261	926	15.4	870	427	1,297	17.0	752
Chinese	3,492	1,606	5,098	84.6	4,268	2,071	6,342	83.0	4,223
Other nationalities	4	1	5	0	1	2	3	0	1
Non-Professional:									
Japanese	239	2,380	2,619	43.7	291	2,505	2,796	28.7	285
Chinese	1,654	1,704	3,358	56.1	1,586	5,372	6,958	71.3	1,376
Other nationalities	2	10	12	0.2	1	2	3	0	—
TOTAL:									
Japanese	31,049	56,264	87,313	12.0	32,328	59,048	91,376	12.0	33,043
Chinese	255,994	382,139	638,133	87.9	255,164	410,825	665,989	87.9	267,016
Other nationalities	179	228	407	0.1	200	241	441	0.1	226

1926			1927				1928			
Dependents	Total	Percentage	Workers	Dependents	Total	Percentage	Workers	Dependents	Total	Percentage
471	1,159	0.3	408	822	1,230	0.3	453	794	1,247	0.3
255,757	382,981	99.7	133,672	247,103	380,779	99.7	132,203	351,044	483,247	99.7
8	14	0	2	2	4	0	2	2	4	0
477	805	1.9	265	579	844	1.5	351	666	1,017	1.5
29,205	40,589	98.1	22,151	32,267	54,418	98.5	22,401	42,906	65,307	98.5
—	—	0	—	—	—	0	—	—	—	0
127	186	8.3	64	139	203	8.0	71	154	225	5.2
1,181	2,047	91.7	1,503	1,821	2,324	91.9	2,038	2,033	4,071	94.8
—	—	0	2	—	2	0.1	—	—	—	0
16,892	25,228	27.0	8,182	16,888	25,070	27.0	7,925	16,997	24,922	24.7
32,798	68,008	72.9	34,693	32,834	67,527	72.9	38,773	37,208	75,981	75.2
21	46	0.1	24	33	57	0.1	28	23	51	0.1
11,796	20,338	25.1	8,305	11,872	20,177	23.3	8,352	12,145	20,497	39.2
26,729	60,601	74.7	36,999	30,004	67,003	76.6	38,949	32,700	31,649	60.5
93	214	0.2	147	113	260	0.1	104	95	199	0.3
11,325	16,612	25.8	5,646	12,577	18,223	36.4	6,642	14,820	21,462	38.6
21,517	47,771	74.1	11,896	19,903	31,799	63.5	14,161	19,862	34,023	61.3
20	38	0.1	25	41	66	0.1	24	41	65	0.1
14,557	22,358	60.3	9,296	15,414	24,710	61.8	9,328	16,320	25,901	44.1
8,837	14,611	39.4	6,011	9,198	15,209	38.0	19,423	13,342	32,765	55.8
47	91	0.3	33	49	82	0.2	38	40	78	0.1
1,883	4,218	8.1	1,541	2,407	3,948	5.8	1,430	2,121	3,551	6.3
27,088	47,992	91.8	36,187	27,826	64,013	94.2	23,873	29,461	53,334	93.7
20	28	0.1	2	4	6	0	9	15	24	0
302	1,054	12.4	571	286	857	11.9	553	387	936	12.4
2,198	7,421	87.6	3,744	2,581	6,325	87.9	4,004	2,562	6,566	87.3
—	1	0	5	5	10	0.2	10	7	17	0.3
3,020	3,305	32.9	306	2,602	2,908	30.6	399	3,153	3,552	34.4
5,365	6,732	67.1	1,207	5,371	6,578	69.3	1,402	5,366	6,768	65.5
4	4	0	1	10	11	0.1	1	8	9	0.1
61,120	94,163	10.8	34,585	63,586	98,171	12.1	35,494	67,557	103,051	12.3
410,675	777,691	82.2	288,067	418,908	706,975	87.8	297,227	436,484	733,711	87.6
214	440	0	241	267	508	0.1	226	457	683	0.1

Thus even in districts under strong Japanese influence, the percentage of Chinese to the total population at the end of 1928 was: 99.5% in agriculture, 94.3% in mining, 75.2% in manufacturing industries, 60.5% in commerce, 55.8% in governmental and professional services and 55.8% in domestic services.

Where there is scope for skilled labour as in commerce and transport, the number of Japanese shows a slight increase. There has also been a gradual increase of Korean settlers in Manchuria.

It will be seen from the above that the Chinese cooperate with people of other nations, particularly with Japanese, in industries which requires advanced knowledge and technique. As regards manual labour, however, the Chinese are certainly superior, because of their ability to do strenuous work on very simple fare, and their low wages rendered possible by this cheapness of living, and their docility in accepting longer working hours, make Chinese labour the most satisfactory and profitable in the world.

A comparison of the working hours of Japanese and Chinese factory workers is made possible by an investigation conducted by the South Manchuria Railway Company.

	Chinese	Japanese
Weaving & Dyeing factories ..	13 hours 40 minutes	10 hours 53 minutes
Machinery & Tool factories ..	10 „ 45 „	9 „ 35 „
Chemical factories	10 „ 48 „	10 „ 27 „
Foodstuff factories	11 „ 40 „	9 „ 48 „
Miscellaneous factories	13 „ — „	10 „ 10 „
Special factories	— „ — „	9 „ 10 „
Total Average	11 hours 28 minutes	9 hours 58 minutes

As will be seen, Chinese work, on the average, an hour and a half longer than Japanese, but on the other hand the efficiency of the Chinese is computed at about 60 or 70 percent of that of Japanese workers. But then again, the wages of Chinese labourers are extremely low.

WAGES IN THE PRINCIPAL CITIES OF SOUTH MANCHURIA
(April, 1929)

(In Gold Yen)

	At Dairen		At Mukden		At Antung		At Chungchun		Average for whole of Manchuria
	Highest	Lowest	Highest	Lowest	Highest	Lowest	Highest	Lowest	
Carpenters:									
Japanese	4.30	3.00	4.10	3.20	3.60	2.80	5.00	2.50	3.57
Chinese	2.00	1.00	1.70	1.00	2.10	1.10	1.30	0.80	1.29
Joiners:									
Japanese	4.00	3.00	4.20	3.30	3.50	2.70	4.00	3.00	3.41
Chinese	2.00	1.00	1.80	1.10	2.00	1.20	1.30	1.00	1.26
Cabinet-makers:									
Japanese	4.50	3.20	4.20	3.30	3.50	2.70	4.00	3.00	3.39
Chinese	2.00	1.20	1.80	1.10	2.00	1.00	1.30	1.00	1.24
Plasterers:									
Japanese	4.50	3.50	4.20	3.30	4.10	3.20	6.00	4.00	3.89
Chinese	2.40	1.20	1.60	0.90	2.40	1.40	1.50	1.00	1.47
Masons:									
Japanese	4.50	3.00	4.20	3.10	5.10	3.20	5.00	3.00	3.98
Chinese	2.00	1.50	1.50	1.10	2.30	1.40	1.60	1.20	1.52
Mat-makers:									
Japanese	4.00	3.20	4.20	2.80	3.50	3.00	4.00	3.00	3.51
Chinese	2.20	1.50	—	—	—	—	—	—	1.70
Sawyers:									
Japanese	—	—	—	—	—	—	—	—	—
Chinese	2.00	1.20	1.40	1.00	1.60	0.90	1.80	1.20	1.27
Paper-hangers:									
Japanese	3.80	2.50	3.80	3.20	4.00	2.00	4.00	3.00	3.36
Chinese	2.00	0.80	1.30	0.90	2.00	1.20	1.50	0.80	1.34
Glaziers:									
Japanese	3.80	3.00	3.90	3.20	2.50	2.00	4.00	3.00	3.26
Chinese	1.80	1.00	1.40	1.00	1.50	1.00	1.60	1.00	1.21
Tailors:									
Japanese	4.00	2.00	4.10	2.40	3.60	2.10	3.50	2.50	3.18
Chinese	3.50	2.00	1.80	0.80	3.60	2.10	2.50	1.50	1.91
Shoe-makers:									
Japanese	—	—	3.00	1.60	2.50	1.50	3.50	2.50	2.74
Chinese	2.00	1.20	1.50	1.00	1.30	0.80	2.00	1.00	1.18
Painters:									
Japanese	4.00	2.60	3.80	3.00	3.50	2.00	3.80	3.00	3.25
Chinese	2.50	1.30	1.20	1.00	1.40	0.85	1.50	1.00	1.21
Tinsmiths:									
Japanese	4.00	3.00	3.70	3.20	4.00	3.00	4.00	3.00	3.46
Chinese	1.50	1.00	1.40	1.00	2.50	1.00	1.50	1.00	1.27

Blacksmiths:									
Japanese	4.00	3.00	4.30	3.00	3.10	2.20	4.50	3.00	3.59
Chinese	2.00	1.00	1.70	1.10	2.10	1.10	1.50	1.00	1.39
Bricklayers:									
Japanese	3.50	2.00	3.50	2.80	2.80	1.90	3.50	2.00	2.88
Chinese	2.00	0.80	1.50	1.10	1.70	1.00	1.50	0.80	1.16
Tilers:									
Japanese	4.00	3.00	4.00	3.00	4.10	3.20	4.00	3.00	3.53
Chinese	1.50	1.00	1.30	1.10	2.10	1.10	1.30	1.00	1.23
Brickmakers:									
Japanese	3.50	3.00	3.60	2.80	4.10	3.20	4.00	3.00	3.48
Chinese	1.50	1.00	1.30	0.80	2.10	1.40	1.30	1.00	1.29
Brick-burners:									
Japanese	4.00	3.00	3.50	2.80	—	—	4.00	3.00	3.39
Chinese	1.50	1.00	1.10	0.80	—	—	1.30	1.00	1.16
Tile-burners:									
Japanese	—	—	—	—	—	—	—	—	2.53
Chinese	1.50	1.00	1.20	0.80	1.50	0.60	1.20	0.80	1.04
Printers:									
Japanese	—	—	—	—	—	—	—	—	—
Chinese	1.50	1.30	1.30	0.80	2.10	1.60	1.50	1.20	1.21
Odd job men:									
Japanese	—	—	3.30	2.80	—	—	4.00	3.00	3.05
Chinese	1.50	1.20	1.30	0.90	1.60	0.90	1.20	0.90	1.11
Coolies:									
Japanese	4.00	2.00	3.20	2.15	2.50	1.00	3.50	1.50	2.66
Chinese	2.00	0.60	1.50	0.70	1.80	0.70	1.50	0.65	1.17
Carriers:									
Japanese	2.50	1.40	1.80	1.40	—	—	2.00	1.50	1.98
Chinese	1.00	0.40	0.60	0.40	0.70	0.50	0.60	0.40	0.55
Cart-pullers and									
Wheelbarrow	0.80	0.44	0.60	0.45	0.70	0.50	0.60	0.40	0.55
pushers:	1.00	0.60	0.70	0.50	0.70	0.50	1.20	0.60	0.71
Chinese	1.50	1.00	1.70	1.20	1.20	1.00	1.30	0.80	1.08
Jinrikisha-men:									
Chinese	1.50	1.00	1.70	1.30	2.00	—	1.80	1.00	1.56
Horse-carts:									
One horse—									
Chinese	4.00	2.00	3.50	3.00	2.00	1.50	3.00	2.00	2.61
Two horses—									
Chinese	4.50	2.50	4.20	3.80	2.50	2.00	4.00	2.50	3.56
Horse-carriages:									
One horse—									
Chinese	4.00	3.00	3.30	2.60	—	—	3.00	1.50	2.79
Two horses—									
Chinese	4.00	3.00	4.00	3.60	4.00	—	3.00	1.80	3.35

Agricultural labour:									
Korean—									
Per day	—	—	1.20	0.80	0.80	0.60	—	—	0.77
Per month ...	—	—	—	—	16.00	13.00	—	—	15.80
Per year	—	—	—	—	200.00	150.00	—	—	160.00
Chinese—									
Per day	0.60	0.40	0.60	0.40	0.45	0.35	—	—	0.51
Per month ...	10.00	4.00	—	—	13.00	12.00	—	—	10.79
Per year 120.00		80.00	—	—	180.00	140.00	—	—	120.00

1. Wages are rates per day, except in the case of agricultural labour.
2. Agricultural labourers employed by the day or month provide their own meals, but those engaged by the year are given meals by their employers.

Although working hours are long, and wages cheap, Chinese workers are able to live at small expense. An example of the average monthly living expenses of those employed in factories of the South Manchuria Railway Company and its associated organizations during 1925-1926 is given below.

	Single men		Family of four persons	
	Amount	Percentage	Amount	Percentage
Clothing	¥ 4.20	30%	¥ 5.01	16%
Food	6.60	46%	15.55	50%
Room or House Rent	1.00	7%	3.00	10%
Lighting & Heating	.30	2%	3.10	10%
Miscellaneous	2.10	15%	4.28	14%
Total	14.20	100%	30.94	100%

The most characteristic of the Chinese labourers working in Manchuria are the coolies who are in Japan called Kako (華工). They are migratory labourers from Shantung, Hopei or Chihli and other parts of China proper, coming generally to Dairen, Yingkow, or Antung on steamships as deck-passengers, but sometimes also on foot or by the Peining Railway. They begin to leave their homes in February, after finishing the New Year Celebration, (according to the old calendar), and their exodus reaches its greatest volume in March; by April or May, they generally reach Manchuria and start work, and about November, most of them leave for home, so that by January they are all back again in their homes to celebrate the New Year. In this way year after year, they repeat the journey to Manchuria, and the number of coolies entering Man-

churia is larger in the first half of the year than in the second half, about 60 percent of the total migration being completed before June. There are comparatively detailed investigations made of the yearly coming and going of these migratory coolies, but as it is difficult to distinguish those coming as migratory coolies from others who settle permanently, they will be treated together in the next section entitled 'Immigration.'

A few words have to be added about labour organizations and strikes in Manchuria. Labour organizations, such as the Kungso (公所), Hui (會), Pang (幇) and others have been formed from ancient times by labourers engaged in the same occupation or by those coming from the same native district, for the protection of their mutual interests. The number of such organizations was never large, but with the development and success of the Nationalist revolutionary movement, Kungjenhui (工人會) or modern trade unions began to spread. The leaders were radicals—among whom there were many students and some who have even received a communist training.

The Harbin Kunghui (哈爾濱工會) or Harbin Labour Union, which seceded from the Harbin Tsungshanghui (濱江總商會) or Harbin General Trade Guild is an example of these communist labour unions, and it includes iron workers, carpenters, tailors, barbers and others. Another important union is that of postal workers, called Yuwukunghui (郵務工會) in Chinese, which was founded in the spring of 1929 by some 400 employees of the Post Office at Harbin, 300 of that at Changchun, and 300 of that at Mukden.

Among the railwaymen, too, there are some unions of considerable size, of which the Peking-Mukden Railway Workers' Union, or Chingfeng Tiehlu Kunghui (京奉鐵路工會), is the largest. This union was started by an amalgamation of some few separately founded unions of the Railway and at present, has a membership of 5,000 employees distributed over various sections of the line.

In the Leased Territory we do not find any systematic labour union movement up to the present. The reason of this is that most of the Japanese employed are skilled workers and are provided, generally, with permanent work and fairly good pay, while Chinese workers are mostly unskilled and are, therefore, only capable

of getting more or less temporary occupations. But this does not mean, that in the Kwantung Leased Territory there is no labour movement at all. Indeed with the development of advanced industry and the increase in the number of Chinese factory workers there must come some change in this respect.

We will quote here one instance. At the end of 1923 the Chinese employed at the Shahokou (沙河口) Workshops of the South Manchuria Railway Company formed the Talien Chunghua Kunghsuehhui (大連中華工學會) as a mutual aid association. In the following year, the union extended its influence among Chinese workers employed by the Manchuria Dock Company and other cotton mills and factories, and in 1925, delegates to the Second Conference of the National Railway Workers Union (全國鐵路總工會) held at Chengchow (鄭州), in Honan, and toward the end of the year, attempted to enroll all the Chinese workers in Dairen. But the Japanese authorities thereupon ordered the union to be dissolved and this was carried out in the summer of 1926.

Some idea of the labour disputes may be formed from the following statistics.

	No. of strikes	Participants		
		Japanese	Chinese	Total
1916	5	70	1,230	1,300
1917	5	40	979	1,019
1918	21	1,063	4,931	5,994
1919	56	1,285	9,934	11,229
1920	21	1,674	2,013	3,687
1921	8	37	937	974
1922	26	18	4,003	4,021
1923	28	46	4,145	4,191
1924	29	126	5,130	5,256
1925	61	—	—	8,899
1926	60	—	—	11,585
1927	43	—	—	12,829
1928	41	—	—	9,152

2. IMMIGRATION

As has already been briefly explained under the heading "Labour", coolies or seasonal labourers come to Manchuria from various parts of China proper and particularly from Shantung and Hopei (formerly Chihli) Provinces, and after staying for a

certain period, return again to their homes. In the last few years, however, there has been an unusually large immigration, for which natural calamities, civil wars and general political unrests are chiefly responsible.

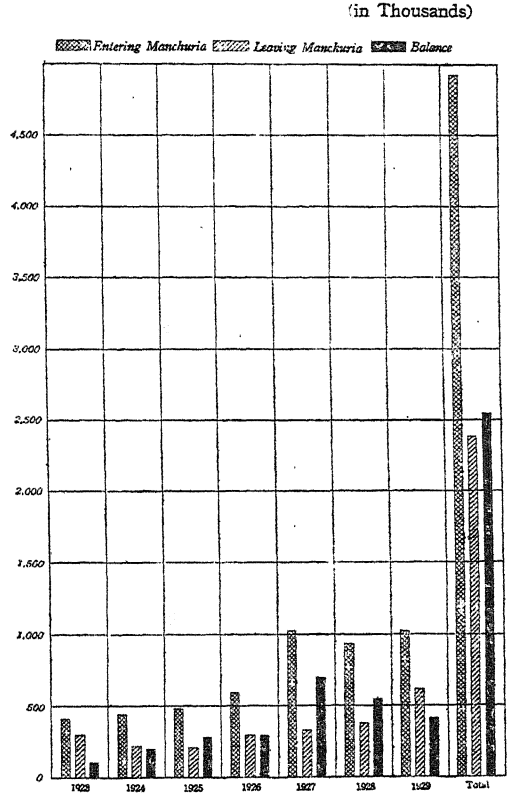
Railway construction has been taken up and enterprises of civil engineering work in the interior of Manchuria flourished, so that there grew up a steady demand for labour throughout the year. Chinese immigrants at once availed themselves of this opportunity to settle in Manchuria, and were encouraged to do so by aid granted to the settlers by the Kwantung Government, the South Manchuria Railway Company, and the Chinese authorities. In the past seven years, more than 2,500,000 Chinese settlers have been registered in Manchuria. The South Manchuria Railway carried these settlers for exceedingly low fares on steamships under their control, gave them the benefit of specially reduced railway fares, and whenever approached by the Chinese Tunghsinghui (同鄉會) or district associations, carried them free of charge from points in South Manchuria to the northern interior. The Chinese authorities not only gave these refugees temporary relief, but helped them to obtain farms or reclaim land, in accordance with the Refugees Relief Regulations (難民救濟辦法), the Incoming Refugees Relief Regulations (按撫外來難民辦法), the Cultivation Regulations, the Colonization Regulations and other measures, while private relief associations at various places also assisted them by providing lodgings, rest-houses and meals in a fairly systematic manner. Such facilities and favourable treatment are however, not granted, should these settlers or immigrants leave Manchuria to return to their homes in China proper.

The number of Chinese labourers coming into and leaving Manchuria during the past few years, either by sea through Dairen, Antung, Yinkow and other ports, or by rail or on foot through Mukden, Kaiyuan, Ssupingkai, Changchun and other points on the South Manchuria Railway, reached the following totals:

	Entering Manchuria	Leaving Manchuria	Balance	Percentage of settlers among all immigrants
1923	392,286	286,765	105,522	26.9
1924	429,254	232,720	196,534	45.8
1925	490,142	214,547	275,595	56.2
1926	592,343	299,392	292,951	49.4

Immigrants from **Shantung.**

1927	1,050,828	341,599	709,229	67.5
1928	938,472	394,247	544,225	59.8
1929	1,046,292	621,897	424,394	40.5
Total	4,939,617	2,391,167	2,546,450	51.5



According to investigations, there has recently been an increase of immigration in large groups, sometimes numbering several hundreds. But generally speaking the immigrants are mostly in small groups of two to six. Adult men are 80% of the whole, women only 10%, and children 10%. The majority stay in Manchuria for one to three years, and the number of so-called seasonal immigrants staying for less than one year is yearly deacreasing, and has been recently only 15%. Permanent settlers, on the other hand, are not a large proportion being only 20%.

The emmigrants move north, towards the more sparsely populated areas of northern Kirin and Heilungkiang Provinces, and work either as agricultural or free labourers.

A point that cannot be passed over in connection with immigration into Manchuria is the settlement of Koreans which began chiefly after the amalgamation of Korea and Japan. By the end of 1927, about 160,000 households, or more than 800,000 Koreans had settled in Manchuria, of whom about half settled in the districts surrounding Chientao (間島) and Hunchun (琿春), bordering on Korea and the Littoral Province. Almost all the Korean settlers are engaged in agriculture, mostly cultivating rice in paddy fields. In recent years about five percent of these Korean settlers have been naturalized in China, and with the spread of nationalism in the Manchurian provinces this tendency has increased. The distribution of Korean settlers in Manchuria, according to the investigation made at the end of 1927 is as follows:

	Total Number of Settlers		Naturalized Settlers	
	Households	Population	Households	Population
Liaoning Province	55,400	277,000	55	270
Kirin Province	103,950	519,780	6,690	37,470
Heilungkiang Province	2,980	14,800	150	740
Total	162,330	811,580	6,795	38,000

CHAPTER XIX.
EDUCATION AND RELIGION

1. GENERAL OUTLINE OF EDUCATION IN MANCHURIA

It is difficult to describe briefly the educational system and condition of Manchuria, because there are in the country, Chinese, Mongolians, Japanese, Koreans, and European and other peoples, and in consequence, the educational policy, equipment and conditions are varied and divergent in different districts, or among different nationalities.

Speaking generally, however, the Chinese educational system has only just come into existence. Formerly the Chinese idea of education was to give occasional lectures on patriotism and filial piety, based upon the teachings of Confucius, and upon the family system that has been handed down for several thousand years. Even, this sort of education was given only at a few private schools, and consequently literacy is extremely restricted.

But since the "Fourth of May" movement started in 1909, the so-called cultural revolution has been set in motion and the necessity of schools and of civil education has been loudly affirmed in many quarters. The effect of this movement was also keenly felt in the Manchurian provinces. The Chinese in Manchuria influenced by the Japanese and Russian educational developments, commenced to adopt an educational system of their own, and subsequently several Chinese schools were established. Despite this development, investigations made in 1925 in Kirin and Heilungkiang Provinces, revealed that only 8% of the children of school age attended the schools, and only a very small percentage of the rest were attending private schools. Fengtien Province, however, made a much better showing with a percentage of more than 10. Thus on the whole, it may be said that less than 10 percent of the children of school age attended primary schools. This condition may be well understood when one realizes that the school attendance in Kiangsu (江蘇) Province, which is said to hold the distinction

of showing the highest percentage of all the Chinese provinces, is only 13 percent (1921). Imperial Russia was formerly the object of world-wide opprobrium because she kept 60 to 70 percent of her population illiterate; but in the Manchurian provinces of China, 92 percent of the population is utterly unlettered. The difficulties, therefore, which confront the administrators and educationalists of this territory are far greater than could be readily imagined, and this fact must not be forgotten in considering and discussing other problems of Manchuria.

Next to the Chinese population, the Koreans form the largest group of people in Manchuria, and although a very large body of Korean immigrants arrives every year, their education is not properly attended to, primarily because the necessary funds are lacking. As regards the education of foreigners excluding Japanese, it may be said that in the Harbin district of North Manchuria, only the Russians have a comparatively well equipped educational system.

Under these conditions, the Japanese educational system in Manchuria stands out prominently, and institutions established in the Kwantung Leased Territory, the South Manchuria Railway Zone, and Japanese Consulate districts are too numerous to be detailed.

2. CHINESE EDUCATIONAL INSTITUTIONS

The Three Eastern Provinces have established the Educational Office (教育廳) for the central supervision of provincial, district and private schools. The modern educational system of China came into existence with the issue of the regulations abolishing the old private schools in 1905, and in accordance with the regulations, there were established colleges and special schools in all provincial capitals, middle schools in all districts, and senior and junior primary schools in all districts.

But looking over present conditions in Manchuria, we see that all the provinces are having difficulty in finding the educational expenses, and consequently educational institutions and facilities are left imperfectly equipped. However, stimulated by the recent tendency towards national development, the public desire for knowledge and school education has been heightened, and all leaders of

provinces are paying close attention to the improvement of educational facilities.

The existing educational system of China was established in 1922, and following the American system, is divided into primary, secondary, and higher education. The system of primary education consists of kindergartens (for infants under 6 years), primary schools (junior grade 4 years, and senior grade 2 years) and supplementary schools (one year).

The Educational expenditure and the number of schools and students in the Manchurian provinces in 1929 are as follows.

	Approximate educational expenditure	No. of Higher Schools	No. of Secondary Schools	No. of Normal Schools	No. of Primary Schools
Liaoning	5,000,000 yuan	2 (405)	21 (6,841)	89 (6,954)	9,915 (610,993)
Kirin	1,900,000 „	1 (146)	8 (1,734)	16 (1,299)	1,682 (129,005)
Heilungkiang	300,000 „	— (—)	18 (1,110)	89 (6,954)	2,575 (188,340)

(Figures in the brackets show the number of students attending)

The North-Eastern University and North-Eastern Military College at Shengyang (Mukden), and the Engineering College at Harbin are the only Chinese colleges in Manchuria, but there are many colleges established by foreigners which are supplementing the Chinese educational system.

The position of education in the Tungsheng Special District deserves special explanation. Educational facilities in the Chinese Eastern Railway Zone were formerly under the supervision of the Civil Administration Department of the Chinese Eastern Railway, and an Educational Section was established in the Department to control and supervise not only schools directly operated by the railway but also all government and private school within the zone. After the revolution of 1917, the Education Department was temporarily closed, but re-opened again in November, 1919. In 1922, however, the Chinese Government established the office of the Governor of Tungsheng Special District in the Chinese Eastern Railway Zone, and by this arrangement, all government and private schools which were formerly under the control and supervision of the Educational Department of the Chinese Eastern Railway, were placed under the control of the Education Department of the Municipal Administration Bureau.

But later as a result of the conclusion of the Sino-Russian

agreement which was mainly concerned with the Chinese Eastern Railway question, the principle was recognized that it was not proper for the Chinese Eastern Railway to control the educational system in Tungsheng Special District, which was a Chinese territory, and so the rights of education were formally restored to the Chinese. Though actual improvement did not follow, in December 1927, the educational control agreement was signed, and the Chinese Eastern Railway decided to abolish its Education Department.

Educational institutions maintained by the Chinese Eastern Railway for the education of Russians were in 1929 as follows:

	No. of schools	No. of students
At Harbin:		
Kindergarten	1	60
Junior Primary Schools	9	1,563
Senior Primary School	1	257
Secondary Schools	4	2,662
Commercial School	1	881
At points along the Chinese Eastern Railway:		
Junior Primary Schools	4	206
Secondary Schools	3	1,760

To supplement these educational institutions for Russians there are also private schools established by Russians, but these will be treated in the next section.

A word has to be added respecting the educational facilities for Koreans maintained by the Chinese. The question of educating Koreans in Manchuria was brought to the fore by the movement started in 1925-6, for regaining their educational rights. The Educational Office of Kirin Province realized the necessity of assimilating the Korean settlers in the Chientao district, and so it closed the Korean schools in the district, and adopted a policy of amalgamating them with the Chinese schools. Kirin Province budgeted for an annual expenditure of 120,000 yuan towards improving the educational facilities for Koreans and Chinese. But on the other hand, the Korean settlers themselves, and in particular the Korean Provincial Association (韓僑同鄉會) at Kirin, made efforts to retain certain Korean features in the educational system, and it seems likely that the Chinese authorities recognize the teaching of the Korean language and history as special optional courses.

3. EDUCATIONAL INSTITUTIONS MAINTAINED BY EUROPEANS AND AMERICANS

Educational institutions maintained by western peoples are under the management of religious workers.

No tuition fee is collected at any of these missionary schools, and invariably these schools bear a portion of the students' dormitory or boarding expenses. Mission schools are welcomed by the Chinese people because they encourage study, and give protection and aid to children of the poor who have no opportunity of study though possessing both ambition and ability to learn.

Educational institutions for the Chinese, maintained by Europeans, are as follows (1923):

	British	French	German	Danish	Russian
Liaoning Province	21	1	—	7	—
Kirin Province	5	4	12	—	—
Heilungkiang Province ...	—	—	—	—	2
Total	26	5	12	7	2

The above are the educational institutions established by Europeans and Americans for the Chinese, but there are also some schools maintained by Europeans and Americans for the education of their own children.

4. EDUCATIONAL INSTITUTIONS MAINTAINED BY THE JAPANESE

The educational institutions maintained by the Japanese in Manchuria may be divided into those for the education of the Japanese (there are separate institutions for Koreans) and those for the education of the Chinese. These educational institutions are controlled by the Kwantung Government in the Kwantung Leased Territory, and by the South Manchuria Railway Company in the railway zone, and by the Japanese Consulates in Consular districts.

The Japanese educational system in Manchuria has developed tremendously in the last twenty years, to an extent undreamed of at the time of the establishment of the South Manchuria Railway Company in April, 1907. At that time there were only six primary schools in Manchuria maintained by the Japanese—two primary schools for the Japanese and two primary schools for the Chinese maintained by the Kwantung Government in the Leased Territory,

and outside the Leased Territory, one primary school established by the Liaoyang Y.M.C.A., and one primary school maintained by Buddhist missionaries. The South Manchuria Railway Company has also opened primary schools at many points in the railway zone, and, after placing them for a time under the supervision of the local settlers' associations, took over their direct management. At present there are numerous primary schools, middle schools and higher schools established throughout Manchuria.

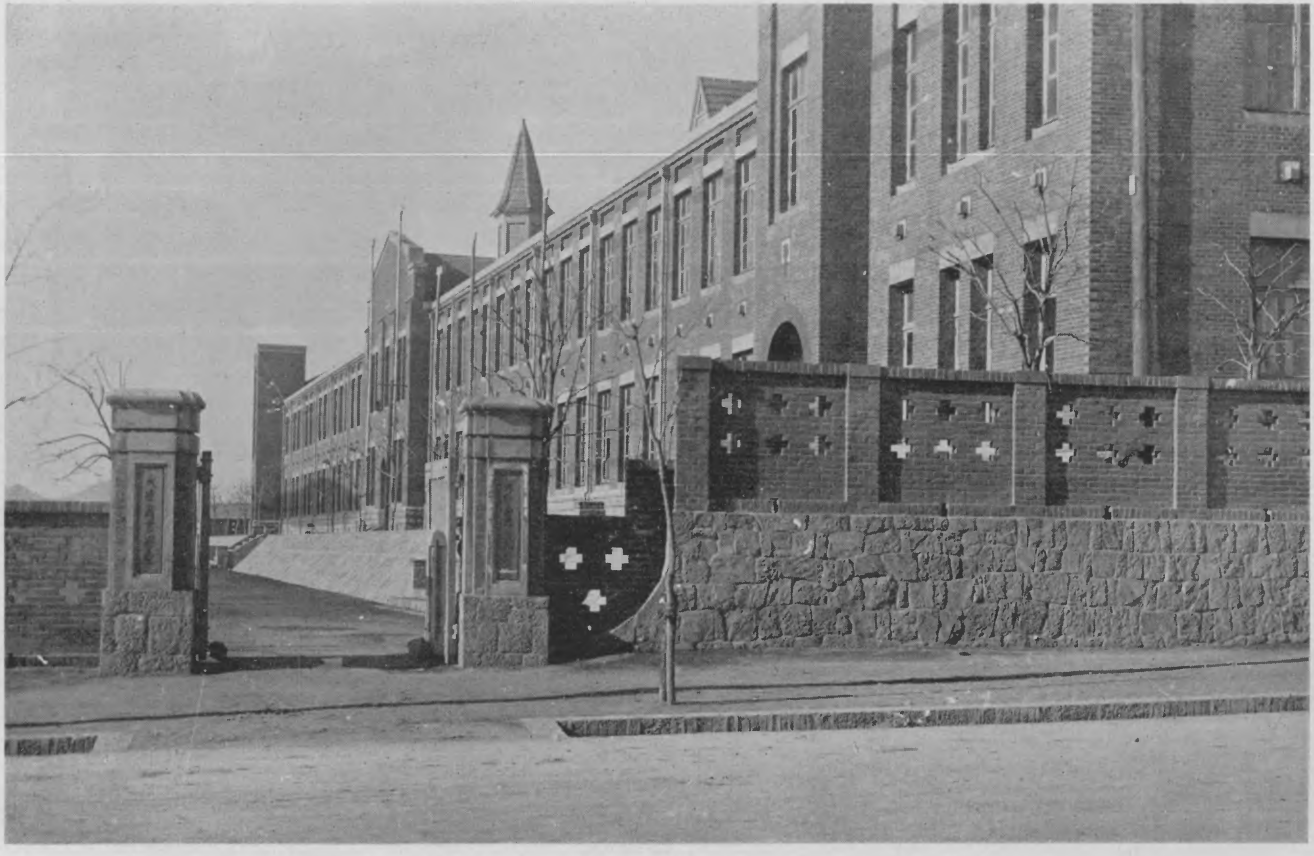
Infant Education.—As it is particularly necessary in Manchuria to look after infants under school age and especially to protect their health, infant recreation grounds were opened in 1908, within the compounds of primary schools in the Kwantung Leased Territory and the South Manchuria Railway Zone, and they were later made into regular kindergartens. The South Manchuria Railway was conducting 27 kindergartens at the end of 1929, with 63 teachers and 63 kindergartners and 1,940 infants. There are also several private kindergartens with a total of 455 infants, which the Railway Company is continuing to assist.

Primary Education.—*Education of the Chinese.*—The Kwantung Government and the South Manchuria Railway Company are cooperating together in educating Chinese children, with the object of raising the standard of life of the Chinese people resident in Manchuria, and thereby developing their civilization and effecting a closer friendship between China and Japan.

Primary schools maintained or assisted by the Kwantung Government and the South Manchuria Railway Company within the Leased Territory and the Railway Zone are as follows:

The Kogakudo (公學堂).—This is a sort of primary school, and besides giving ordinary primary education, teaches the children Japanese language. The schools have a junior grade of four years, a senior grade of two years, and a supplementary course of one year; and there is also a preparatory course of one year to prepare the graduates from Chinese junior primary schools to enter the Kogakudo. A six-months' night course in the Japanese language and other subjects is also given. The total number of Kogakudo at present is 21, there being 11 in the Kwantung Leased Territory and 10 in the Railway Zone.

Japanese Language School (日語學堂).—The first Japanese Lan-



Public School for Chinese Children, Dairen.

guage School was established at Tiehling in July, 1912. In its ordinary course, the Japanese language and commercial knowledge are taught to Chinese children possessing intelligence equivalent to that of the graduates of Chinese senior primary schools. The post-graduate course is given to Chinese whose knowledge of the Japanese language is equal to that of the graduates of the ordinary course. There are at present three Japanese Language Schools which are all established and operated by the South Manchuria Railway Company, with a total enrollment of 79 students in the ordinary course and 86 students in the special course. The three schools have in all five teachers.

Supplementary School.—The Anshan Kogakudo (a private school), the Antung Huashang Primary School, and the Hsiungyocheng Primary School for Girls are supplementary schools similar in nature to the Kogakudo described above, and contain between them 862 pupils. Since 1926, the Railway Company has also provided school buildings for the Changtu Primary School, free of charge.

With the object of diffusing the knowledge of the Japanese language, the Railway Company is also sending teachers and giving extensive aid to the Tungwen Commercial School, Mukden, the Japanese Language School, Liaoyang, the Sino-Japanese School, Antung, the Tungwen Commercial School, Kirin, and the Japanese Language School, Haicheng. These five schools have 297 students, besides 71 students in special courses, and there are altogether 13 classes.

Education of the Japanese.—Education of the Japanese from Japan proper.—Since primary schools were first opened at Dairen and Port Arthur in September, 1906, children of school age have steadily increased in number, and schools have been erected one after another, till there is now, along the railway line, an average of one primary school for each 30 kilometres. School facilities thus have been perfected, and although there is no system of compulsion, it is practically unknown for children of school age not to attend school. The principles of the educational policy and the school text books are mainly those of the primary schools of Japan, but while close connection is maintained, attention is paid to making the primary schools of Manchuria suitable to the peculiar conditions of the country. Thus the Educational Research Institute and the Educational Research Society have been established, and the Kwantung

Government and the Railway Company are cooperating in editing supplementary text books, containing authentic information about Manchuria, while the Manchuria Normal School has recently been opened to give teachers the training and knowledge necessary to educate Japanese children in Manchuria. Moreover, a text-book on the Chinese language has been added to the ordinary school text books, and is taught to the children of the senior grade as though it were a regular course.

There are at present 57 primary schools (41 junior and senior primary schools, 16 junior primary schools) of which 21 are under the management of the Kwantung Government and 36 under the control of the Railway Company, and there are, besides these, five branch schools. These schools have 30,000 pupils, divided into 720 classes under 930 teachers.

Education of Koreans.—With the development of Manchuria, the Korean immigration has greatly increased, and educational institutions for Korean children have been established at many places, in the assistance of which the Korean Government and the South Manchuria Railway Company have agreed to co-operate. Korean children residing in the Kwantung Leased Territory are mostly attending primary schools, and in the railway zone, there are 8 primary schools containing 2,300 pupils in all. Thus in these parts of Manchuria the Korean children are fairly well provided with educational facilities.

But adequate means have not yet been provided for the education of Korean children scattered in other parts of South and North Manchuria; in Chientao (間島) districts, where there are many Korean settlers, there are five primary schools established by the Korean Government and also other schools aided by the South Manchuria Railway Company. In addition to these, there are some private schools but they are mostly poorly equipped compared with the ordinary schools.

Secondary Education.—*Education of the Chinese.*—Secondary educational institutions for the Chinese, operated by the Kwantung Government and the South Manchuria Railway Company, are found in various important cities in Manchuria, namely, Port Arthur, Mukden, Dairen, Chinchou, Liaoyang, Fushun, Kungchuling and Yingkow. They consist of two ordinary secondary

schools, three commercial schools, two agricultural schools and one mineralogical school.

Education of the Japanese.—In view of the increase of primary school graduates desiring to enter secondary schools, the Kwantung Government opened a middle school at Port Arthur in 1909 and a girls' high school in the following year. But as the number of applicants increased, the Kwantung Government and the South Manchuria Railway Company established more secondary schools, till at present there are seven middle schools with 4,000 students, and seven girls' high schools with 3,800 students. These secondary schools are all established according to the regulations of the Department of Education, Japan, and their students and graduates have the same standing as those of similar schools in Japan proper.

There are some institutions for giving commercial education to Japanese children in Manchuria, which have been established by the South Manchuria Railway, and by public and private organizations, but they are still few in number—at present six.

Higher Education.—Higher educational institutions have long been recognized as necessary in Manchuria for bringing about the common prosperity of the Chinese and Japanese, and also for effecting closer relations between the two peoples. In 1920, the Russo-Japanese Association opened the Russo-Japanese Association School at Harbin, and in 1922, the South Manchuria Railway Company established the South Manchuria Engineering School, and also in 1925. the South Manchuria Normal School.

But European nations and the United States had already shown interest in higher education in China, and in 1916 there were already 43 colleges and special schools established in China by western peoples. Compared with these activities of Europeans and Americans, Japanese educational facilities in China are extremely poor.

Fortunately, however, the Port Arthur Engineering School and the South Manchuria Medical School were both perfectly equipped, and it was decided to make them into colleges by adding preparatory courses and finally, in 1922, the establishment of the Port Arthur Engineering College and the South Manchuria Medical College were announced. The former was opened in 1926 and the latter in 1925, and this was the beginning of the official system of

higher education in Manchuria.

South Manchuria Engineering School (*Dairen*).—This school was in 1922 made into technical special school established according to the special school regulations, and is under the management of the South Manchuria Railway Company.

Manchuria Normal School (*Mukden*).—This school was established by the South Manchuria Railway Company in September, 1924 mainly for the aim of training and educating teachers for primary schools in the railway zone. In April, 1925, it was raised to a special school.

Russo-Japanese Association School (*Harbin*).—This school is under the management of the Russo-Japanese Association, and was established in 1920. In its three years course, it teaches Japanese students the Russian language and business management, and there is also a special course of one year in which the Japanese language is taught to Russians and the Russian languge to Japanese.

Port Arthur Engineering College (*Port Arthur*).—This college was formerly the Port Arthur Engineering School, but in August 1922, became a college under the University Regulations. It has a three-year preparatory course, and for the benefit of Chinese students there is also a special preparatory course of one year. The college was opened in April, 1926, and is divided into the departments of Mechanical Engineering, Electric Engineering, Mining and Metallurgy. In May, 1930 there were 165 Japanese and 25 Chinese students in the preparatory course, and 152 Japanese and 16 Chinese students in the college course, while professors and teachers number 100. There are also 14 Chinese students in the special preparatory course.

Manchuria Medical College (*Mukden*).—This was formerly the South Manchuria Medical School (established in April, 1911 by the Railway Company), but has been raised to the rank of a college in 1922 and was re-opened in April, 1925. The college is open to both Japanese and Chinese students, and there is also a special course of four years, in which only such subjects are taught as are necessary to prepare Chinese students for the practice of medicine. The preparatory course term is three years, and for those Chinese students, intending to enter the preparatory course or special course, who do not understand the Japanese language, a special prepara-

tory course of one year is given. In April, 1930, there were 671 Japanese & Chinese students.

Other Educational Institutions.—*Technical Training Schools.*—The first Technical Training Schools were established in 1910 by the South Manchuria Railway Company inside the primary school buildings in the railway zone, for the purpose of giving opportunities to Japanese and Chinese youths residing in the zone of obtaining general culture, and learning practical knowledge and technical crafts, necessary for their future development. The system of supplementary school has since then been greatly improved and extended, and there were in April 1929, 34 such schools with 2,800 students.

Girls' Housekeeping Schools.—The South Manchuria Railway has, since 1913, held these schools inside the primary school buildings, in many places, in order to give housekeeping training to girl graduates of the senior primary schools. In 1930 there were 14 schools in Mukden, Dairen & other important cities.

Vocational Training.—Vocational Training Department of South Manchuria Engineering School.—This department was opened in May 1918, to give simple vocational training to the graduates of senior primary schools. At present courses are given on plastering, metal-working, lead-working, and electrical engineering, and there are 54 students. Besides two specially appointed teachers, many teachers of the Engineering School are also giving lessons in the the vocational training department.

Agricultural and Commercial Training Institutions.—To train young men desiring to settle in Manchuria and engage in agricultural or commercial enterprise the South Manchuria Railway Company, in 1928, opened commercial training institutions at Yinkow and Liaoyang, and also agricultural training institutions at Kungchuling and Hsiungyocheng. And in 1929, the same Company established a technological training institute at Fushun. The Railway Company is bearing a large portion of the expenditure required by the students during their study, and also gives proper assistance to the graduates who desire to launch out into actual enterprise. In 1930 there were more than 260 students in these institutions.

Educational Research Institute.—In 1913, the Railway Company established at Dairen an institute for training and preparing pri-

mary school teachers for posts in Manchuria, but in 1915, the system and organization of the institution were improved and it was made into the present Educational Research Institute. Besides training teachers, it undertakes educational research and the editing of school text-books.

South Manchuria Railway Library.—The South Manchuria Railway Company opened a reference library at Dairen in 1907, and another at Mukden in 1910, and many popular libraries have been established by the Company at various points on the railway line, for the benefit of the railway employees and the general public.

There are in all 21 popular libraries with 350,000 volumes of books, and the total number of readers is more than 800,000 every year. A prominent feature of the South Manchuria Railway Library is the travelling library which is sent round to 156 places where there are no permanent libraries established.

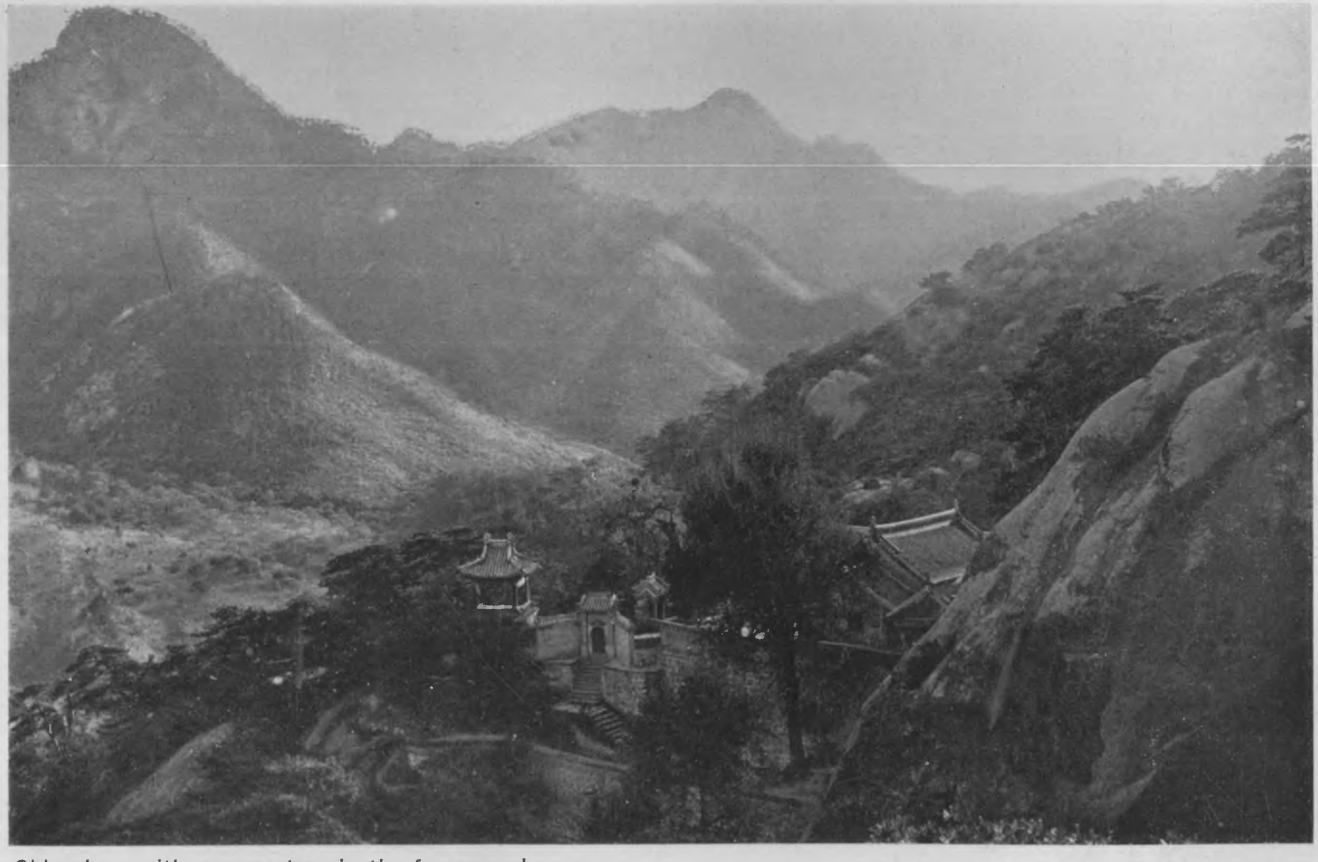
The Kwantung Government Library.—This library originated from a reading room established in 1928 in the Kwantung Government Museum, Port Arthur, and now holds about 22,900 volumes of Japanese, Chinese and foreign books. The total number of readers in 1929 was almost fifty thousand which shows an increase of nearly ten thousand over that of the year preceding.

Kwantung Government Museum.—This Museum collects and preserves material for reference, on sciences, arts and other subjects, with the object of improving the knowledge of the general public, and also of providing the reference materials necessary for scientific research.

5. RELIGION IN MANCHURIA

Religion in Manchuria may be divided into the native Chinese religions, and new religions brought from Japan and other foreign countries.

Native Chinese Religions.—The Native Chinese religions are complicated and divergent, each possessing a history of several hundreds, or even thousands of years, and they have very close and important relations with all racial, social and political affairs in China. Religious buildings are generally called Miao (廟), shrines, or Ssuyuan (寺院), temples.



Chienshan, with a monastery in the foreground.

Temples and shrines in the Kwantung Leased Territory, the South Manchuria Railway Zone, and Japanese Consular districts number 546. Classifying them by their religions, Buddhist temples are the most numerous, followed by those of Taoism, Mahommedanism, Confucianism and Lamanism in that order.

Buddhist and Taoist temples are fairly numerous in the Kwantung Leased Territory, but in the district north of Liaoyang and Mukden, Confucianism, Mahommedanism and Lamanism are quite powerful, in addition to Buddhism and Taoism. Buddhism and Taoism in particular are frequently confounded, and it is no uncommon thing to see a statue of the daughter of Kwanti placed in a Buddhist temple, or hear the Buddhist sutra on Amitobha recited in a Taoist shrine. Chinese temples and shrines, missionaries and believers, in Manchuria, in April 1929, were as follows:

	Kwantung Leased Territory	Outside Leased Territory	Consulate Districts	Total
Buddhism:				
Temples	98	9	191	298
Missionaries	121	9	378	508
Believers	44,359	32,254	107,467	184,080
Taoism:				
Shrines	92	8	88	189
Missionaries	163	8	132	303
Believers	41,365	8,918	165,591	155,974
Mahommedanism:				
Shrines	2	2	24	28
Missionaries	4	6	132	142
Believers	451	802	8,258	9,511
Confucianism:				
Shrines	7	—	14	21
Missionaries	17	—	32	49
Believers	5,636	5,636	11,023	19,584
Lamanism:				
Shrines	1	1	5	6
Missionaries	—	—	6	6
Believers	62	119	1,010	1,191
Others:				
Shrines	2	2	—	4
Missionaries	—	7	—	7
Believers	1,003	584	—	1,587
Total:				
Shrines & Temples ..	203	21	322	546
Missionaries	305	30	680	1,015
Believers	92,875	45,602	233,449	371,927

Religions of Foreign Residents.—

It was in 1858 that Christianity was first introduced into China, and immediately spread with great rapidity throughout China, owing to the efforts of the fifty missionaries sent at that time, and even in Manchuria the religion came to possess a strong influence. The first Christian missionaries were mostly Danish and French, but recently British and American missionaries, particularly Americans, have been earnestly propagating the faith. There are also Roman Catholic missionaries in Manchuria, but their influence is still slight.

The Religions of the Japanese.—Japanese religious activity in Manchuria was first started by missionaries attached to the army during the Russo-Japanese war, but since then it has steadily developed. At present there are religious institutions of all denominations and sects, including eight sects of Shintoism, twelve sects of Buddhism, and several sects of Christianity. Today, Japanese temples, shrines and churches number 178, with 322 priests or missionaries and 38,000 believers. Buddhism has the largest number of temples, followed by Shintoism and Christianity, which last has a very limited influence.

Manchurian Girls.

CHAPTER XX.

MEDICINE AND SANITATION

Chinese Medical Institutions.—Until the end of the first decade of this century, no modern medical institutions existed in Manchuria, but the pneumonic plague in 1910 and 1911 led to the opening of the International Plague Prevention Conference, and in accordance with one of the proposals made at the Conference, five large hospitals were to be established in Manchuria. By 1914, four hospitals were open at Harbin, Heiho, Sansin and Tungkiang, but the fifth hospital has not yet been erected. These hospitals primarily aim at the prevention of plague, but in ordinary times, also give medical attention and treatment to the public.

There is also the Tungpei Pingyuan (東北病院) or North-eastern Hospital in Liaoning, and the Shengching Shihiyuan (盛京施醫院) or Shengching Free Hospitals at Peishangkan (北上坎) Hsiaohoyen (小河沿), Tatungkuan (大東關), Liaoning.

Japanese Hygiene Institutions.—*Hygiene Control.*—The central body for this control is the Hygiene Section of the Kwantung Government. Local organs are Civil Administration Branch Offices, police stations and sub-stations in the Kwantung Leased Territory; outside the Leased Territory, hygiene surveillance is performed by police stations and sub-stations; subsidiary hygiene works are performed by municipalities and Kai or Hui (會) in the Leased Territory, and by the South Manchuria Railway Company in the railway zone.

The Hygiene Section of the Local Department of the South Manchuria Railway Company looks after general hygiene affairs and runs hospitals in the railway zone, while local offices of the railway company take charge of public sanitation as local administrative bodies. Hygiene experts are stationed at various important places who look after hygiene and epidemic prevention and act also as police medical officers in their respective districts, and the hygiene of so-called private settlements outside the railway zone is under the control of the police of the Japanese Consulates.

Thus the Japanese system of hygiene administration in Manchuria is very complicated, and in the railway zone, a hygiene committee is organized by the police and the local expert of the railway company, in order to achieve cooperation in the control of hygiene and epidemic prevention. Quarantine and the hygiene of the ports of Dairen and Port Arthur are under the direction of the Marine Office of the Kwantung Government and its branch.

Hygiene investigations and inspections are conducted by the following institutions: the Central Laboratory, the Hygienic Institute and the Animal-Desease Research Institute of the South Manchuria Railway Company; the Government hospitals at Dairen and Porth Arthur; physicians, veterinary surgeons and pharmaceutists stationed by the Kwantung Government at Civil Administration Offices, police stations and sub-stations. These institutions conduct inspections and examinations of epidemics and cattle plagues, bacteriological studies, examination of medicines, foodstuffs and beverages, and other chemical and physical hygiene examinations.

Medical Institutions.—Japanese medical institutions in Manchuria may be grouped under the management of the Kwantung Government, the South Manchuria Railway Company, and the Red Cross Society. There are at present 4 hospitals under the management of the Kwantung Government, 18 (two belong to Manchuria Medical College) under the South Manchuria Railway Company and one hospital and several relief stations under the Red Cross Society.

Besides these hospitals, there are the Dairen Hospital (同壽醫院) which recently severed its connection with the South Manchuria Railway Company, the Dairen Charity Hospital, and the Hungtsi (宏濟) Hospital. At several important towns there are also numerous private hospitals and medical offices. The South Manchuria Railway Company's plan to build a Tuberculosis Sanatorium, to commemorate the Coronation of the Emperor of Japan will shortly be realized. This institution will be established with a fund of ¥600,000 and will be provided with 100 beds; the site selected is on the hills of Hsiaopingtao (小平島), between Dairen and Port Arthur.

Hygiene.—Mine and Factory Hygiene.—The Mining and Fac-

tory Laws of Japan are not applied to the Kwantung Leased Territory and the South Manchuria Railway Zone. About 90 percent of mine and factory employees in these districts are Chinese, and it is, therefore, difficult to apply at once Japanese regulations, but proper attention has always been given to hygiene.

Since 1926, a specialist was stationed at the Fushun Colliery to look after hygiene and also to conduct investigations into the causes and nature of accidents and sickness, and in 1927, a special examination of parasitism among the colliery workers was started, while similar investigations on factory hygiene were made in the Shahokou Works and Anshan Iron Works.

Seaside, Hot Spring and Mountain Camps.—Since the summer vacation training and sea-bathing camps for primary school children have been opened at Hoshigaura, Dairen, some children above the fifth junior grade from all schools in the railway zone are sent there every summer. The result of this experiment has been very satisfactory. For improving the health of the under-nourished, undeveloped or anaemic children, and those who cannot participate in the summer seaside training, summer hot-spring camps have been held since 1918 at Hsiungyocheng, where also very notable results have been obtained in improving the health and mental development of the children. A summer mountain camp has also been held at Lienshankuan (連山關) since 1924 for children who prefer the hills, and this too bear very successful.

Prevention of Tuberculosis.—There are many persons whose respiratory organs are affected by climatic conditions, and the number of tuberculosis patients is fairly large. For the prevention of the disease, various regulations have been issued. The Kwantung Government and the South Manchuria Railway Company cooperated in forming the Manchuria Tuberculosis Prevention Society in October, 1920, with branches established at all police stations and sub-stations, to spread knowledge concerning tuberculosis, while the Manchurian Committee of the Japan Red Cross Society is also doing much to prevent the spread of the disease by giving free medical attention and treatment to tuberculosis patients.

General Epidemic Prevention.—Port quarantine in the Kwantung Leased Territory is mainly supervised by the Marine Office, and the prevention of epidemics on land by police stations.

Patients are placed in the Government Quarantine Hospital or Epidemic Hospitals. The epidemic prevention work in the railway zone is legally under the control of police stations, but actual facilities are provided chiefly by the South Manchuria Railway Company, and the expenses are borne by government and local funds in their respective districts.

Outside the railway zone, the Railway Company undertakes epidemic prevention work for the residents in the neighbourhood of Wafangtien, Haicheng, Penhsihu, Chiaotou, Lienshankuan and Fushun.

Control of Opium and Other Narcotics.—Opium smoking is a long-standing habit in China, and its entire prohibition would arouse great opposition; considerations of the public health must also be allowed to carry weight, and a policy of licensing was adopted. In October, 1906, the right of importing and manufacturing opium was given to a Chinese residing in the Leased Territory, and in 1907, the privilege was also extended to a Japanese with special license. Formerly the Monopoly Bureau in Formosa used to supply the Formosan opium to the opium sellers in the Kwantung Leased Territory, but in recent years it has mostly been imported from Chefoo and other places in a more crude state to be refined in the Leased Territory according to the local taste.

The Opium Bureau of the Kwantung Government was organized under the Opium Treaty and the Bureau was placed under the control of the Governor of the Kwantung Leased Territory. This Bureau handles all business connected with the import, sale, distribution and storage of medical opium, and with its establishment, the former opium office of Hungtsishantang (宏濟善堂) was abolished.

For manufacturing, importing and exporting morphine, cocain and salts, or other derivative narcotics, the permition of the Governor is required, and the possession, sale or transfer of narcotics by persons not engaged in specified business or without proper certificates is prohibited.

Water and Sewerage.—Water Works.—The construction of the Dairen water works was originally started by Russians in 1901, but they came into Japanese possession in 1904 in an unfinished condition. The system, being then only temporary, was on a very small

scale, but with the increase of the population and the development of the city, it became necessary to enlarge the water system, and several extensions were made. Besides the Dairen water works, there are government water systems at Port Arthur and Chinchou. In the railway zone the water works, except one at Yingkow, have been established by the South Manchuria Railway Company.

Sewerage System.—The sewer system of Dairen was begun in 1907, and completed in 1927, with later extensions following the development of the city. It is a mixed natural flow system. Port Arthur started sewer construction in 1908, and main pipes were laid in 1913. The system is similar to that adopted at Dairen.

Sewer systems in the railway zone, were all constructed by the South Manchuria Railway Company, and at present seven large cities in the zone are provided with them, while for six more construction is now in contemplation.

CHAPTER XXI.

SOCIAL WELFARE INSTITUTIONS

Chinese Institutions.—The most prominent Chinese social welfare enterprise in Manchuria is the Tungshantang of Mukden; there are also several others. The details of these social institutions are as follows:

The Tungshangtang (同善堂).—This institution is situated outside Fengtiencheng (奉天城), the walled city of Mukden and is one of the most sensible and well-run social institutions in China. Its history goes back some forty years: in 1875 it existed as one of the administrative activities of the Fengtien Provincial Government, consisting of the six departments of Niutouchu (牛痘局) or vaccination, Hsitzuchu (惜字局) or collection of scattered printed papers, Taohsuehkuan (道學館) or Taoism teaching, Chiliuso (棲流所) or vagabonds' and beggars' home, Yuyingtang (育嬰堂) or infant welfare, and Shihchouchang (施粥廠) or free rice-gruel station. These welfare bureaus were the forerunner of the present Tungshantang, and also the pioneer social welfare institutions in the Northeastern Provinces. Under the present system, the Tungshantang is divided into the three departments of taxation, operation, and general affairs, and again sub-divided into the Business Office, Vaccination Bureau, Vagabonds' and Beggars' Home, Business School for Girls, Quarters for the Destitute, Convalescent Hospital, Charity Hospital, Reformatory, Orphanage, Medical School, Rice-gruel and Food Depot, Training Factory, and Temporary Refugees' Relief Station. At the time of its establishment, the institution experienced some financial difficulty, but later on it was endowed, and received an apportionment of government properties; since then its financial condition has improved, and as it also derives some revenue from its activities, its funds are gradually increasing. The Northeastern Provinces are planning to establish branch institutions of the Tungshantang in other districts of Manchuria.

The Dairen Hungtsishantang (大連宏濟善堂).—This is a Chinese

institution for social welfare work, under the joint control of Chinese philanthropists. The operating fund consists of subsidies from the Kwantung Government, interest on a capital fund of ¥4,200, and other sources of income. Established in 1908 it was endowed in 1928, and has at present nine branches of activity: free medical treatment, care of widows, care of orphans, care of infants, care of the aged, prevention of opium smoking, free distribution of coffins, free funerals, and relief of the poor. During 1929, free medical treatment was given to 64,618 persons, the Charity Hospital had 29,008 inpatients, and 22,116 orphans, 730 infants, 6,599 aged persons, and 781 widows were taken care of. Also 1,147 free coffins were given, 2,154 free funerals were held, and 1,276 destitute people were given relief. Since 1923, the Imperial Household of Japan has contributed 500 yen, every year.

The Pinminpinanso (貧民避難所).—The Pinminpinanso, or winter quarters for the poor was established at Miharu-machi, Dairen in December 1926, for housing and giving relief to poor refugees from Shantung who left their native province on account of the civil war to go via Dairen to North Manchuria. Every winter, from November 15 (lunar calendar) to February 15, those in need are housed or given free fruel. In 1929, 12,872 persons were housed, and 92,278 were given free meals. The required expenses are met by donations and revenues from charity performances.

The Loutien Shihchang (露店市場)—The Loutien Shihchang, or Open-Air Market was first planned by the director of affairs of the household of Prince Su (肅親王) for the purpose of assisting the lower class Chinese who were gathered in great numbers around Hsiaokangtzu (小崗子), Dairen. An area of land of some 36,000 sq. metres was rented from the Kwantung Government, and the sum of ¥300,000 required for construction expenditure was borrowed from the Oriental Development Company. The construction of the market was started in 1920, and in July, 1921, 62 separate buildings with a total floor space of 14,473 sq. metres were erected, and the market was opened to business. It has steadily developed, and its present condition is one of prosperity and importance. The name of Loutien Shihchang or Open-Air Market was used when trading was actually carried on in the open, but is still retained even after the construction of the market buildings.

The maintenance of the market is made possible by the collection of house rent, which varies according to the size of the houses, from ¥2 to ¥15, while from merchants who do their business in the open, a charge is made by area.

The Huakung Huanloyuan (華工歡樂園).—This institution was established for the recreation and amusement of the 50,000 Chinese workmen employed at the Fushun Colliery. The South Manchuria Railway Company offered free of charge the use of 83,000 sq. metres of land adjoining the new city district of Fushun, and also contributed ¥100,000 towards the cost of construction. The management is under a Tapatou (大把頭) or head foreman, and other Chinese. Around the Laoyeh-miao (老爺廟), a shrine, are erected theatre, shops, clubs, gay quarters, bath houses, open-air markets and other amusement halls.

Japanese Institutions.—Japanese social welfare institutions in Manchuria are quite numerous, but many have difficulties in maintaining their activities. Most of them aim at benefiting both the Chinese and Japanese people, while relief work, free medical service, etc. are carried on for the welfare of the poorer class of Chinese.

Outline of Social Works.—The Kwantung Government contributes a fairly large sum annually to public organizations for relief work, and these include the supply of charity funds, the protection and education of poor children and abducted women, the care of the unemployed, employment agencies, the protection and medical treatment of the sick and poor, the protection of released prisoners, and so on. Existing relief institutions are under the management of self-government bodies, foundations, unions, associations or individuals, and are found at Dairen and other important districts in the Kwantung Leased Territory, and along the South Manchuria Railway line.

Free medical treatment to Chinese and Japanese is given by the Manchurian Committee of the Japan Red Cross Society, the Dairen Charity Hospital, the Fushun Colliery Hospital, etc. The first-named maintains 13 medical relief stations in Mukden and other important districts of Manchuria and Mongolia.

Social education has also been developed in Dairen and other important localities of the Kwantung Leased Territory and the South Manchuria Railway Zone, where there are numerous young

men's associations, societies for encouraging learning, and educational institutions for children. There is a foundation formed for aiding scholarship systems of the Kwantung Government and the South Manchuria Railway Company, as well as various other cultural institutions. For the Chinese people residing in remote districts of Manchuria, travelling medical corps have been organized, and within the Kwantung Leased Territory, first-aid appliances are distributed to 140 police boxes and Kogakudo (公學堂).

General Social Institions.—

Name & Locality	Outline of Activities
Manchuria Social Work Research Society (Dairen) Established 1922	Conducts research in social welfare, social problems and social policy; operates a personal advisory office; publishes a monthly magazine called "The Society of Manchuria."
Dairen Marine Association (Dairen) Established 1909	Steamship survey, examination of ship building material, inspection of ships' articles; recreation and amusement for seamen, recognition of notable deeds by seamen; training and supply of seamen; propaganda of the knowledge of the sea and marine affairs; publication of a monthly magazine called "Comrades of the Sea."
Tientsuhui (天足會)	Tientsuhui, the Natural Foot Society, was organized at Chinchou in 1924 by the leading residents in Chinchouhui (金州會) for abolishing the injurious custom of binding Chinese girls' feet. The membership has now reached about 2,300. A society with a similar purpose was also established at Pulantien in 1926, and its aim is becoming widely known and appreciated.
Hekizanso (碧山莊) (Dairen) Established 1911	Provides lodgings and shops of daily necessities for Chinese coolies engaged in working cargo at Dairen wharfs; gives a grant towards compensation for damages caused by the fault of coolies, and also a grant to the mutual relief fund; gives free medical treatment and condolence-money to the family in case of the death of coolies; also has a recreation department, and aims at general welfare of the coolies. At present it is under the management of the Fukusho Kakokai, and is always able to house about 10,000 coolies.

Cart-coolies Lodging House Established 1911 (Dairen)	Established under a partnership organization to lodge rikisha men and cart driven of Dairen; is equipped with bachelors' quarters, horse fodder storehouse, rikisha shed, restaurant and bath room.
Cart Shed (Dairen) Established 1919	Established by officials of the Dairen Chamber of Commerce and others. In the attached Shufang (書房) or library, children of the poor are given education.

Charity and Relief Institutions.—

Name & Locality	Outline of Activities
Imperial Charity Fund (Port Arthur) Established 1920	Makes grants to charity and relief enterprises in the Kwantung Leased Territory, amounting to ¥10,000 a year, and fosters the development of social welfare works.
Imperial Fund for Children's Scholarship (Port Arthur) Established 1924	Aid and Encouragement of cultural enterprises.
Imperial Fund for the Encouragement of Cultural Enterprise (Port Arthur) Established 1925	Aid and encouragement of child education at primary schools.
Port Arthur Branch of Kamakura Orphanage (Port Arthur) Established 1913)	Relief and protection of orphans and poor children, and reformation of depraved children.
Salvation Army Home for Children and Women (Dairen) Established 1906	Housing and protection of orphans, poor children and unfortunate women.
Labour Protection Society (Dairen) Established 1906	Protection and housing of released Japanese prisoners, the unemployed and the poor.
Ijinkai Foundation (Dairen) Established 1921	Protection of released prisoners.
Manchuria Dojinkai (Dairen) Established 1927	Relief of the unemployed, advice on personal matters, and employment agency.

Chiko-in Lodging House (Dairen) Established 1925	Free lodging for the destitute.
Dairen Municipal Social Welfare Hall (Dairen) Established 1921	Protection of the unemployed, lodging house, free preparation and writing of documents and letters, advice on personal matters, municipal pawnshop.
Dairen Municipal Dwelling Houses (Dairen) Established 1922	Supply of small dwelling houses.
Shotokukai Foundation (Dairen) Established 1919	Spiritual culture of members, relief of the sick and needy, renting of small dwelling houses.

Free Medical Institutions.—

Name & Locality	Outline of Activities
Manchurian Committee of the Japan Red Cross Society (Headquarters in the Kwantung Government Office) Established 1906 Total Membership 83,122 (42,180 Japanese and 40,932 Chinese)	Besides the headquarters, there are 15 branches and 17 sub-branches in North and South Manchuria. The present principal activities are the training of nurses, distribution of relief parties, relief work (Mukden Hospital and 13 relief stations), prevention and treatments of tuberculosis, protection of children.
Dairen Charity Hospital (Dairen) Established 1906	Gives free medical treatment to poor Japanese and Chinese, and to others at cost charges; takes care of the sick with the commission of the Civil Administration Office and the Dairen Municipal Office. In 1919, opened a training school for nurses.
Fushun Koji-in (Fushun)	Established by missionaries of the Higashi Honganji Temple, gives free medical treatment and free medicine to the Chinese poor.

APPENDIX

CHRONOLOGY OF CHINA
WITH SPECIAL REFERENCE TO
MANCHURIA

(1925—1930)

1925

Jan. 25—Chi Hsieh-yuan's (齊燮元) troops defeated by Mukden troops under Chang Tsung-chang (張宗昌).

31—Shanghai occupied by Chang Tso-ling's (張作霖) troops.

Feb. 1—Apr. 21—Reorganization Conference (善後會議) inaugurated at Peking by Tuan Chi-jui (段祺瑞) and attended by members of Peking Government and military leaders.

Mar. 12—Death of Sun Yat-sen (孫逸仙).

Apr. 4—Dispute arises between the Chinese and Soviet officials of the Chinese Eastern Railway about the discharge of anti-Soviet Russians from employment by the railway.

11—Increase of the Customs Surtax at Newchwang with the approval of the Diplomatic Corps at Peking, the increased revenue to be applied to the dredging of the lower stream of the Liao River.

12—Agreement concluded with France, settling "Gold franc controversy."

30—Relations between Feng Yu-hsiang (馮玉祥) and Chang Tso-lin become strained. Chang arrives at Tientsin, Peking threatened.

May 30—The demonstration in Shanghai of Chinese students in sympathy with Chinese strikers in Japanese mills. Police station in International Concession attacked. Nine Chinese killed and several wounded. (The Shanghai Incident)

June 1—General strike declared at Shanghai. "State of Emergency" declared.

1—General Manager Ivanoff of the Chinese Eastern Railway discharges about 600 anti-Soviet employees. The Chinese authorities protest, and relations between China and the Soviet become strained.

24—Peking Government in note to Diplomatic Corps demands abrogation of the "unequal treaties."

Aug. 5—Ratifications of the two treaties of Feb. 6, 1922 exchanged at Washington.

18—Peking Government invites Powers to Special Tariff Conference (to be held under Washington Treaty, within three months of the ratification of Treaty).

19—Chang Tso-lin proposes to construct the Huhai or Hulan (呼蘭)-Hailun (海倫) Railway as a semi-government enterprise, the construction to be started in February, 1926 at Nantuan.

28—The Department of Foreign Affairs of the Chinese Government submits a demand to abolish Japanese post offices in South Manchuria Railway Zone.

Sept. 15—Preparatory Committee of the Tariff Conference meets.

17—United States Government convoked Extraterritoriality Commission for Dec. 18 at Peking. (Meeting subsequently postponed, owing to interruption of communications between Peking and Tientsin).

24—The Government of Outer Mongolia submits a demand for independence to the Bureau for Mongolian and Tibetan Affairs. Peking.

Oct. 1—Peking Government rejects the demand of Outer Mongolia for independence.

16—Sun Chuan-fang (孫傳芳) issues a circular telegram announcing to start a punitive expendition against Chang Tso-lin.

21—Relations between Wu Pei-fu (吳佩孚) and Chang Tso-lin become strained, and Wu issues a circular telegram announcing his attitude against Chang. Mukden forces advance southward.

26—The first Plenary Session of the Special Conference on Chinese Customs Tariff.

Nov. 13—Agreement reached between Chang Tso-lin and Feng Yu-hsiang for withdrawal of Chang's troops from the neighbourhood of Peking.

23—Kuo Sung-ling (郭松齡), a general under Chang Tso-lin, revolts.

23—Right wing opposition of Kuomintang meets in Peking (Hsishan conference: 西山會議); resolution to exclude communist from the party passed.

26—Feng Yu-hsiang's troops occupy Peking.

Dec. 6—Kuo defeats Chang's army at Chinchow (錦州), and advances towards Mukden.

9—Feng attacks Tientsin.

15—Japanese announcement on sending immediate reinforcements to protect South Manchuria Railway.

15—Diplomatic Corps at Peking presents a note to the Department of Foreign Affairs insisting on restoration of free communication between Peking and Tientsin.

Dec. 23—Summaries of the findings of three Judges regarding Shanghai Incident published.

24—Kuo Sung-ling defeated and captured, (executed on Dec. 27).

26—Japanese Ministry of War decides to withdraw additional troops from South Manchuria.

26—Hsu Shih-ying (許世英) appointed Prime Minister.

31—Hsu Cabinet formed.

1926

Jan. 1-20—Second National Congress of Kuomintang held at Canton.

9—Feng Yu-hsiang retires from all official ranks and positions.

12—Anti-Japanese agitation opposing the despatch of Japanese troops to Manchuria starts at Amoy and Canton.

12—The International Commission on Extraterritoriality opened at Peking.

17—Disputes over the transport of Chinese railway guards cause suspension of traffic on the Chinese Eastern Railway.

19—Mukden forces advance within Shanhaikwan.

22—Chinese troops arrest General Manager Ivanoff of the Chinese Eastern Railway.

25—Disputes respecting the Chinese Eastern Railway solved, and Ivanoff and others set free.

25—Mukden forces retreat beyond the Shanhaikwan.

Feb. 20—Prime Minister Hsu resigns.

Mar. 4—Chia Teh-yao (賈德耀) cabinet formed.

9—Foreign shipping fired on by Taku (大沽) Forts.

18—Anti-foreign mass meeting at Peking. Collisions between students and Government troops follow, causing numerous casualities.

20—Coup d'état in Canton (Cruiser Chungshan: 中山艦 Incident) Chiang Kai-shek arrests Russian extremists and strikes at Canton.

27—Mukden forces advance southward to attack Peking, and occupy Tungchow (通州).

30—Chang Huan-hsiang (張煥相) Governor of Tungsheng Special District dissolves Municipal Assembly of Harbin.

Apr. 6—Diplomatic Body protests against aerial bombardment of Peking.

18—Mukden forces enter Peking.

19—Chia cabinet resigns on bloc.

20—Regent Tuan (段祺瑞) resigns.

May 5-7—Strike of horse carriage drivers and rikisha-men of Mukden, opposing the carriage and cart tax levied by the South Manchuria Railway.
13—Regency Cabinet inaugurated under Yen Hui-ching (顏惠慶).
15-26—Special Plenary Session of Kuomintang held.
20—Strike at the Penhsihu Colliery and Iron Works (本溪湖煤鐵公司).
21—Sino-Soviet Conference to discuss the Chinese Eastern Railway problems opened at Mukden.
22—Fengtien-piao, or Mukden note falls to the rate of 345 yuan for 100 silver yuan. Authorities prohibit the use of Tayang silver coins and Chin-piao (Bank of Chosen note) within the walled-city of Mukden.
30—Fengtien-piao falls to the rate of 430 yuan for 100 silver yuan.

June 1—Anti-foreign demonstration in Shanghai.
1—Opening ceremony of the construction of the Kirin (吉林)-Tunhua (敦化) Railway held at Kirin.
5—Decisive battle imminent at Nankow (南口) between Mukden forces and troops of Wu Pei-fu. Chang Tso-lin advances in person to Tientsin.
10—Customs Tariff Conference decides to adopt for the present the 5 and 2.5 percent rates of surtaxes agreed upon at the Washington Conference.
23—Opening ceremony of the construction of the Chinfu (金福) railway held at Chinchou.
23—Resignation of Prime Minister Yen.
28—Chang Tso-lin and Wu Pei-fu meet at Peking to discuss compromise.
28—Kirin Province issues regulations prohibiting shipments of cereals out of the province.

July 3—Customs Tariff Conference discontinued.
6—Formation of the Tu Hsi-kuei (杜錫硅) Cabinet.
9—Chiang Kai-shek (蔣介石), appointed Commander-in-Chief of the Nationalist Revolutionary Army, issues a declaration for subjugating the Northern provinces.
11—Part of the Hulan-Hailun Railway, 23 km. from Sungpu (松浦) to Hulan (呼蘭) opened to traffic.
15—Taonan (洮南)-Anganghsi (昻々溪) Railway opened to traffic between Taonan and Mokuchi (模古氣).
28—Following a development of events unfavourable to the Mukden forces, the Fengtien-piao further falls to the rate of 600 yuan for 100 silver yuan.

Aug. 14—Kuomin Army (國民軍) of Feng Yu-hsiang defeated at Nankow.
16—Occupation of Nankow by Mukden forces.
19—Chang Tso-lin executes five leading exchange brokers in Mukden for disturbing the currency market.

20—Nine more exchange brokers shot in Mukden.
25—Fengtien-piao quotations advance to the rate of 350 yuan for 100 silver yuan.
27—Central Executive Committee of the Kuomintang at Canton announces that Feng Yu-hsiang is permitted to join the party.
30—Peking Government demands recall of Soviet Ambassador Karakhan.

Sept. 1—Oct. 11—Siege of Wuchang (武昌).
2—Chinese Authorities at Harbin seize vessels belonging to C.E.R. at Harbin and dissolves the railway's Education Department.
5—Wanhsien (萬縣) Incident. Clash between British Naval forces and Chinese troops.
10—Karakhan leaves Peking.
16—The last full session of the Commission on Extraterritoriality.
17—Feng Yu-hsiang appointed Commander-in-Chief of Allied Nationalist Forces (國民軍聯合總司令).
15-28—Extraordinary Congress of Central Executive Committee and Provincial Delegates of Kuomintang.
20—Peking Government demands revision of Sino-Japanese Treaty of 1896, which expired on Oct. 19.

Nov. 3—Occupation of Kiukiang (九江) by the Nationalist troops.
15-20—Military Council of Chang Tso-lin held at Tientsin. Chang Tsung-chang (張宗昌) and Sun Chuan-fang (孫傳芳) discuss united action against the Nationalist forces.

Dec. 1—Chang Tso-lin appointed Commander-in-Chief of the Ankuochun (安國軍) or National Defence Army.
18—British Memorandum concerning China communicated to the representatives of the Washington Treaty Powers.
27—Chang Tso-lin enters Peking.

1927

Jan. 1—Mandate issued by the Nationalist Government to consolidate cities of Hankow, Wuchang and Hanyang (漢陽) into one city named Wuhan (武漢).
1—Mixed Court at Shanghai formally handed over to Chinese.
3—Governor of Tungsheng Special District issues order prohibiting the circulation of gold yen notes of Japanese banks.
4—Seizure of British Concession at Hankow.
7—Fengtien-piao falls to the rate of 645 yuan for 100 silver yuan.
12—By a Presidential Mandate actual collection of Customs surtaxes from February 1, declared. Minister Yoshizawa of Japan issues a protest against this declaration.
21—Negotiations to revise Sino-Japanese Treaty opened.

23—Hulan-Hailung Railway opened to traffic as far as Suihua (綏化).
24—Despatch of British troops announced by British War Office.
24—Nationalist Government issues a protest against British despatch of troops.
25—A Section of the Tahushan (打虎山) -Tungliao (通遼) (Paiyintala) Railway, 64 km. in length, completed.
27—Agitation against gold yen in North Manchuria settled by Sino-Japanese negotiations held at Mukden.
27—U.S. Secretary of State makes official statement regarding U.S. policy in China.
31—Peking Government dismisses Sir Francis Aglen, Inspector-General of Customs.
31—The Department of Foreign Affairs of Peking Government issues protest against despatch of British troops.

Feb. 1—Diplomatic Corps at Peking protests againsts the dismissal of Sir Francis Aglen.
7—Chen Yu-jen (陳友仁) -O'Malley negotiations reopened at Hankow.
16—Army of Sun Chuan-fang (孫傳芳) defeated by Nationalist Army at Hangchow (杭州).
19—General Strike at Shanghai against the Northern allied forces.
19—Agreement regarding future of British Concession at Hankow signed by the representatives of Nationalist and British Government.
22—French Settlement at Shanghai shelled by Chinese boats.
24—General Strike at Shanghai called off by General Labour Union.

Mar. 1—Arrest of Mme. Borodin at Pukow (浦口).
10-17—Plenary Session of the Kuomintang held at Hankow. Conflict between Chiang Kai-shek and Communists becomes manifest.
15—Formal rendition of the concessions at Hankow and Kiukiang carried out.
21—Occupation of Shanghai by the Nationalist troops.
22—Fengtien-piao falls to the rate of 860 yuan for 100 silver yuan.
24—Nanking occupied by the Nationalist troops. (The Nanking Incident).
25—South Manchuria Railway Company decides to reduce railway fares for refugees from Shangtung and to carry children under 15 and aged persons above 60 free of charge.

Apr. 1—Twentieth anniversary of the commencement of business of the South Manchuria Railway Company.
3—Japanese concession at Hankow attacked by mob.
5—Japanese Consul-General at Harbin protests against the declaration of the Harbin Customs Office to collect the Customs surtaxes.

6—Chang Tso-lin conducts a search in the rooms of the Military Attaché of the Soviet Embassy, Peking, arrests number of Chinese, including Li Ta-chao (李大釗) and Russians, and confiscates documents.

7—Chiang Kai-shek carries out a coup d'état in Shanghai against the left wing of the Kuomintang and Communists.

7—Fengtien-piao falls to the rate of 1,102 yuan for 100 silver yuan, and the financial condition of the Three Eastern Provinces becomes critical.

12-13—General Labour Union at Shanghai declares general strike in opposition to Chiang Kai-shek.

14—General Labour Union at Shanghai dissolved.

18—Chiang Kai-shek inaugurates "moderate" Nationalist Government at Nanking.

19—Soviet Chargé d'Affaires withdraws from Peking.

19—Wuhan Government declares war against Chiang Kai-shek.

Apr. 20—Tanaka Cabinet formed in Japan.

22—Japanese Government issues an urgency Imperial Ordinance regarding moratorium (from April 22 to May 12). Associated banks and exchanges of Dairen close their doors on the 22nd and 23rd, following a similar step taken by banks in Japan proper.

23—Moratorium also declared for Korea. It is decided to apply moratorium ordinance to the Kwantung Leased Territory and other colonies (from the 25th in the Kwantung Leased Territory and South Manchuria Railway Zone).

28—Li Ta-chao and twenty other Communists executed at Peking.

May 12—Raid of Arcos at London.

13—Sino-Japanese negotiations on Treaty revision discontinued.

15—Sun Chuan-fang retreats from Pukow.

17—British Government orders its diplomatic representatives to leave Hankow.

20-26—Pan-Pacific Labour Conference held at Hankow.

27—Breach of diplomatic relations between Great Britain and Soviet Union.

28—Japanese Government issues a statement respecting the despatch of troops to Central China.

June 3—Yen Hsi-shan (閻錫山) hoists the Nationalist flag in Shanhsi (山西) Province.

6—Yen Hsi-shan appointed Commander-in-Chief of Northern Forces of Nationalist Army.

10-13—Conference at Chengchow (鄭州) between Feng Yu-hsiang and representatives of Hankow Government.

18—Chang Tso-lin appoints himself to Grand Marshal or Generalissimo. Military Government inaugurated in Peking.

19-21—Feng Yu-hsiang and Chiang Kai-shek meet at Hsuchow (徐州).
30—Nanking Government issues new tariff regulations.

July 8—Arrival of 1,500 Japanese troops at Tsinan.
9—Japanese Government issues mobilization order for the second despatch of troops to Shantung.
15—Central Executive Committee of Wuhan Government proclaims complete breach with Communists.
20—Communist Party falls from power at Wuhan.
27—Borodin leaves Hankow.
29—Military Conference of Wuhan Government held at Lushan (廬山).
29—Ho Lung (賀龍), Yeh Ting (葉挺) and others with the remnant of the Communist Party, declare independence at Nanchang (南昌) in opposition to the Wuhan Government.

Aug. 3—Peking Government announces that on and after August 15, a surtax of 5 percent will be levied on articles of luxury.
13—Resignation of Chiang Kai-shek.
17—Sun Chuan-fang's troops reach Pukow.
19—By the decision of Central Executive Committee, Wuhan Government announces to move the Capital to Nanking.
23—Strike at the Penhsihu Colliery and Iron Works becomes riotous. Strikers temporarily occupy the electric engineering station, and the town is plunged into complete darkness.
24—Japanese Minister at Peking confers with Chang Tso-lin about some questions in Manchuria.
30—Japanese Government orders to withdraw despatch troops from Shantung.

Sept. 1—Sun Chuan-fang defeated, and withdraws from Pukow.
4—Anti-Japanese demonstrations in Manchuria culminate in disturbances at Mukden.
5—Evacuation of Japanese troops from Tsinanfu completed.
5—Construction of the Fengtien (奉天) -Hailung (海龍) Railway completed.
15—Kuomintang Conference opened at Nanking.
Reconciliation of Hankow and Nanking Governments attempted.
20—New Nationalist Government proclaimed at Nanking.
25—Oct. 3—Swatow captured by "Red" Army.
27—Yen Hsi-shan attacks Mukden troops at Kalgan.
29—Martial law proclaimed in Peking.

Oct. 1—Chinfu (金福) Railway opened to traffic.
2—Chang Tso-lin issues an order to punish Yen Hsi-shan.
10—Shanhsi forces of Yen Hsi-shan defeated after severe fighting.
15—Construction of the Tahushan (打虎山) -Tungliao (通遼) Railway completed.

Oct. 20—Nanking Government orders expedition against Tang Sheng-chih (唐生智) at Hankow.
23—Chiang Kai-shek arrives in Tokyo.

Nov. 10—Chiang Kai-shek returns to Shanghai.
12—Tang Sheng-chih retires.
17—Supreme Court formed under Nationalist Government.
17—Labour and communist agitation at Shanghai.
17—Coup d'état carried out in Canton by Chang Fa-Kuei's (張發奎) army.
18—Wang Ching-wei (汪精衛) and Li Tsi-chen (李濟琛) arrive at Shanghai to attend Kuomintang Conference.
29—Yang Yu-ting (楊宇霆), Chief Staff of Mukden army, protests in a press interview against proposed American loan to South Manchuria Railway Company.

Dec. 1—By an agreement between Education Department of Tungsheng Special District and Russian staff of Chinese Eastern Railway right of administration of the educational affairs restored to Chinese authorities.
1—Wu Chao-shu (伍朝樞) Minister of Foreign Affairs of Nanking Government sends telegram to U. S. Secretary of State to protest against American loan to South Manchuria Railway Company.
2—Oppression of Koreans by the Kirin Provincial Government becomes extremely severe.
3—Preparatory Conference of Kuomintang opened at Shanghai.
3—Nanking Government dismisses Chang Fa-Kuei.
7—Fengtien-piao falls to the rate of 1246 yuan for 100 silver yuan.
10—Chiang Kai-shek again accepted post of Commander-in-Chief of the Nationalist Revolutionary Forces.
11—Canton siezed by Communists.
14—Li Fu-lin (李福林) recaptures the city of Canton. Many Communists, Chinese and Russian including Soviet Vice-Consul, executed.
14—Nanking Government issues order to close all Soviet Consulates in its territory.
15—Nanking Government addresses a note of protest to Soviet Government.
16—Northern troops under Chang Tsung-chang defeated at Hsuchow.
17—Wang Ching-wei announces his intention to retire.

1928

Jan. 3—Tataohui (大刀會), or Big Sword Society disturbances at Tunghua (通化), eastern district of Fengtien Province.

9—Chiang Kai-shek issues circular telegram announcing his resumption of office as Commander-in-Chief of Nationalist Armies.
16—Hungchianghui (紅槍會) or Red Spear Society disturbances at Linhsi (林西), Inner-Mongolia.
25—Unofficial mission from Nanking Government consisting of Hu Han-min (胡漢民), Wu Chao-shu (伍朝樞) and others leave for tour of various countries to prepare ground for treaty revision and to investigate political and economic conditions abroad.
25-26—Military council held at Peking.
26—Tataohui rebels arrest and kill the District Magistrate of Huanjen (桓仁).
28—Tataohui surrenders at discretion to the Mukden armies.
31—Fengtien-piao falls to rate of 4,500 yuan for 100 silver yuan.

Feb. 2—Strike of more than 1,200 Chinese labourers of the Tōa Tobacco Company, Yingkow, demanding the payment of wages in terms of gold.
2—Fengtien-piao quotation is somewhat improved, being between 3,200 and 3,300 yuan for 100 silver yuan.
3-7—Fourth Plenary Session of Kuomintang held at Nanking.
9—Strike of 600 Chinese coolies employed at the Holiensai (火連寨) coal mine on the Antung-Mukden Railway line, demanding the payment of wages in terms of gold.
15—Number of merchants and manufacturers in Mukden giving up their business because of the continued fall of Fengtien-piao reaches 5,089.
17—Revival of Tataohui disturbances in the eastern districts of Fengtien Province.
23—Strike of the Tōa Tobacco Company ends, wages of workers to be paid in Tayang silver coins.

Mar. 1—Main body of the Nationalist army leaves Nanking for northern expedition.
3—Exclusion of Japanese currencies decided at the conference of Tao-yin (道尹), or Division Chiefs, held at Kirin.
5—Chang Huan-hsiang (張煥相) Governor of Special District prohibits circulation of foreign currencies in North Manchuria.
17—Large strikes start at various places because of the fall in the value of the Fengtien-piao.
19—Military Councils meet at Peking.
30—Notes exchanged between Nanking Government and United States of America regarding settlement of the Nanking Incident of March, 1927.

Apr. 18—Arrangement reached between Chinese and Japanese authorities in Manchuria settling dispute over through traffic and over rolling-stocks seized by Chinese.
19—Marshal law proclaimed in Peking.

20—Japanese Government issues a statement concerning the despatch of troops to Shantung.
22—Nationalist army occupies Taian (泰安).
25—Advance guard of Japanese army reaches Tsinanfu (濟南府).
30—Northern army withdraws from Tsinanfu.

May 1—Vanguards of Nationalist troops enter Tsinanfu.
3—Clash between Chinese and Japanese troops (The Tsinan Incident).
9—Chang Tso-lin issues circular telegram announcing to suspend hostilities.
11—League of Nations Secretariat receives telegram regarding Tsinan Incident from Nanking Government.
11—Japanese troops occupy whole of Tsinanfu.
18—Memorandum on Japanese policy in China and Manchuria handed to Peking and Nanking Governments.
28—Japanese note on Tsinan Incident sent to League.

June 2—Chang Tso-lin issues circular telegram announcing his intention to withdraw into Manchuria.
3—Chang Tso-lin leaves Peking.
4—Chang Tso-lin and Wu Chun-sheng (吳俊陞), Governor of Heilungkiang Province, killed by a bomb explosion outside Mukden. Marshal law proclaimed in Mukden.
4—Fengtien-piao falls from the quotation of 2,360 yuan on the previous day to that of 2,700 yuan for 100 silver yuan. Exchange market suspended.
4—Nanking Government appoints Yen Hsi-shan Commander-in-Chief of the Peking-Tientsin Garrison.
6—Wang Cheng-ting (王正廷) appointed Minister of Foreign Affairs to succeed Huang Fu (黃郛).
16—By a mandate of Grand Marshal, Chang Hsueh-liang (張學良) becomes Governor of Fengtien Province.
18—Chang Hsueh-liang returns to Mukden.
20—Chihli (直隸) Province newly named Hopei (河北) Province; Peking given the new name of Peiping (北平).
20-30—National Economic Conference held at Shanghai.
21—Announcement of Chang Tso-lin's death.
25—Chang Hsueh-liang proclaims Commander-in-Chief of the Army of the Three Eastern Provinces, Wan Fu-lin (萬福麟) formerly proclaimed Governor of Heilungkiang Province.
25—Fengtien-piao quotation rises to the rate of 2,000 yuan, causing suspension of business.

July 1-10—National Conference on Finance held in Nanking.
7—Nanking Government announces its general attitude towards "unequal treaties."

10—Japanese Government decides that the evacuation of Japanese troops in Tsinanfu should begin on 20 July.

17—Japanese Consul-General at Mukden advises Chang Hsueh-liang to reconsider proposed agreement between Manchuria and Nanking.

24—United States Government sends note to Nanking Government regarding its attitude toward Chinese tariff autonomy.

25—New Tariff Treaty between China and United States signed at Nanking.

Aug. 7—Funeral of Chang Tso-lin. Baron Hayashi attends the ceremony representing Japanese Government.

8-15—Fifth Plenary Session of Kuomintang held at Nanking.

9—Agreement with Great Britain for settlement of the Nanking Incident of March 1927, signed at Nanking.

17—Independence movement of Barga (Hulunbuir) started.

17—Sino-German Treaty providing for reciprocity in Customs and similar matters signed at Nanking.

19—Marshal law in Mukden withdrawn.

25—Construction of Kirin-Tunhua Railway completed.

Sept. 2—Pneumonic plague rages at Tungliao (Paiyintala).

7-13—Fighting between remnants of Chihli-Shantung army under Chang Tsung-chang (張宗昌) and Southern troops under Pai chung-hsi (白崇禧).

14—Chang Tsung-chang declares war against Mukden.

20—Chang Tsung-chang's army disarmed.

Oct. 1—Surtax collection on the export duty, coast trade duty, and clearance duty begins.

3 & 8—Organic Law of National Government of the Republic of China promulgated.

9—Barga independence movement subsides.

10—New National Government formed on the basis of Organic Law of Oct. 8. Chiang Kai-shek formally proclaimed as head of the National Government.

18—Japanese Government appoints Consul-General at Shanghai as its official representative. National Government announces Wang Cheng-ting (王正廷) as its representative for Sino-Japanese negotiations for settlement of Nanking and Tsinan Incidents. (Conversations opened on Oct. 19).

23-28—Military Council of Three Eastern Provinces decides to adopt the brigade system instead of the divisional system, and to reduce the present military strength of 250,000 men to 130,000 men.

Nov. 1—Central Bank of China opened for business.

4—Clash of a anti-Japanese demonstration and authorities at Harbin. Chang Huan-hsiang, the Governor of the Special District, resigns.

4—Kirin Provincial Assembly denounces the construction of Kirin-Kainei (吉林一會寧) Railway.

12—Peking-Mukden Railway reopens.

27—M. Thomas of International Labour Office, Genève, arrives at Nanking.

Dec. 5—New Customs tariff promulgated, to come into force on Feb. 1, 1929.

7—Construction of the line between Suihua (綏化) and Hailun (海倫) of the Hulan-Hailun Railway completed.

10—Northeastern Pohai Squadron and the Kirin-Heilungkiang River Squadron combined together to form the Northeastern Squardron. Chang Hsueh-liang becomes Commander-in-Chief of the Squadron.

10—Sino-Japanese Exchange Bank (中華滙業銀行) announces suspension of business for one month.

13—Students' riot at Nanking; anti-Japanese and anti-treaty agitation; Wang Cheng-ting's house wrecked.

20—Anglo-Chinese treaty granting Chinese tariff autonomy signed at Nanking.

22—Sino-French treaty granting Chinese Tariff Autonomy signed at Nanking.

22—Chinese authorities declare the recovery of the telephone service conducted by the Chinese Eastern Railway.

23—Soviet authorities protest against the recovery by China of the telephone service.

25—Nanking Government demands of Chang Hsueh-liang that on and after February 1, Customs autonomy is to be enforced and the new tariff announced by the National Government adopted.

29—Mukden Government orders the Three Eastern Provinces to hoist the National flag.

1929

Jan. 5-25—Disbandment Conference (裁兵會議) held at Nanking.

7—Chang Hsueh-liang appointed by the Nanking Government Commander-in-Chief of the Northeastern Frontier Defence Army (東北邊防軍總司令), with Chang Tso-hsiang (張作相) and Wan Fu-lin (萬福麟) as Vice-Commanders.

9—The Three Eastern Provinces becoming a component of the National Government, the Peace Preservation Committee of the Three Eastern Provinces is dissolved and the North-Eastern Political Committee (東北政務委員會) formed.

11—Yang Yu-ting (楊宇霆) and Chang Yin-huai (常蔭槐) shot at Mukden by order of Chang Hsueh-liang.

21—Inspector-General Maze of the Maritime Customs announces the application of the new customs tariff rates ranging from 7.5 to 27.5 percent from February 1, 1929.
23—Chang Hsueh-liang, Wan Fu-lin and others join the Kuomintang.
31—Sino-Japanese Treaty signed.

Feb. 1—New provisional Customs tariff put into force.
1—National Government suddenly issues an order to increase the export duty, making the export surtax 2.5 percent, the coast trade surtax 1.25 percent, the export surtax on products made by western machinery 2.5 percent.
4—Japan protests against the increase of the export duty.
5—Fengtien Province changes its name to Liaoning (遼寧).
11—The senate of the United States of America ratifies the treaty recognizing the Customs autonomy of China.
19—Chang Tsung-chang (張宗昌) lands at Lungkow (龍口).

Mar. 5—Sir A. F. Whyte appointed Political Counsellor to Nanking Government.
12—Feng Yu-hsiang resigns from the post of War Minister of Nanking Government.
14—Manifesto published by Wan Ching-wei (汪精衛) and other left wing leaders of Kuomintang denouncing the rule of Nanking Government.
15-28—Third National Congress of Kuomintang held at Nanking.
26—Despatch of punitive expedition against Kwangsi troops announced by Nanking Government.
26—Li Tsung-jen (李宗仁) Li Tsi-chen (李濟琛), and Pai Chung-hsi (白崇禧) cashiered.
28—Sino-Japanese Agreement in settlement of the Tsinan Incident of May 3, 1928 signed.
29—Chiang Kai-shek leaves for Kiukiang and assumes supreme command of Government forces operating against Kwansi troops in Wuhan district.

Apr. 1—Kwansi troops evacuate from Canton.
4—Kwansi troops evacuate from Wuhan.
5—Chiang Kai-shek's army enters Hankow.
16—Japanese evacuation of Shantung postponed at the request of Chinese government.
16—By a resolution of the committee meeting of the Executive Yuan Nanking was made national capital.
20—Peking-Mukden Railway named Peining (Peiping-Liaoning) Railway.
26—Arms embargo agreement of May 7, 1919 cancelled.
26—Chang Tsung-chang defeated and retreats from Shantung to Dairen. Japanese authorities do not allow him to settle in the Leased Territory. Chang leaves for Japan.

27—Chen Tiao-yuan (陳調元) appointed to control the whole of Shantung.
27—Chinese Government presents notes to Treaty Powers urging abolition of extraterritoriality.

May 1—Memorandums on revision of treaty between China and Japan published.
2—Settlement reached between China and Japan regarding the settlement of the Nanking and Hankow Incidents.
14—Railway line between Chaoyangchen (朝陽鎮) and Kirin, the last portion of the Kirin-Hailung Railway, completed; to be opened to traffic on the 15th.
15—Ho Chien (何建) invades Kwangsi and occupies Kweilin (桂林), the capital of the province.
20—Feng Yu-hsiang denounces Nanking Government as an illegal government.
22—Relations between Chiang Kai-shek and Feng Yu-hsiang becoming strained, Chang Hsueh-liang declares in support of Chiang, and Yen Hsi-shan also.
23—Feng Yu-hsiang expelled from the Koumintang.
27—Soviet consulate at Harbin raided.
29—All, except 39 persons of the arrested staff of the Soviet Consulate-General at Harbin, released.

June 1—State funeral of Sun Yat-sen at Nanking.
1—Soviet note of protest to China.
3—Minister Yoshizawa of Japan present credentials to Nanking Government.
7—Final collapse of Kwansi rebellion against Nanking.
7—Fengtien-piao falls to the rate of 6,470 yuan for 100 silver yuan.
8—Mukden authorities examine books of currency brokers within the walls of Mukden on the ground that the fall of the Fengtien-piao has rendered such action necessary.
10-14—Second Plenary Session of Kuomintang.
18—Liaoning Provincial Government issues a regulation prohibiting the shipment of Tayang silver coins out of the province in order to prevent the fall of the Fengtien-piao.
19—Novosti Jizni the only communist Russian newspaper in North Manchuria ordered to suspend publication.
24—Fengtien-piao falls to the rate of 7,520 yuan for 100 silver yuan.
25—Chiang Kai-shek enters Peiping.
26—To prevent a further fall of the Fengtien-piao, Chang Hsueh-liang announces regulations for maintaining the price and decides to instruct the Provincial Bank to exchange 60 Fengtien-piao yuan for one Tayang yuan.
30—Chiang Kai-shek and Yen Hsi-shan meet at Peiping Reorganization of the Northwestern Army of Feng Yu-hsiang discussed.

July 2—Tanaka Cabinet of Japan resigns en bloc. Hamaguchi ordered to form the succeeding cabinet.

5—Punitive mandate against Feng Yu-hsiang cancelled.

7-10—Chiang Kai-shek, Chang Hsueh-liang and Wang Cheng-ting (王正廷) confer at Peiping on diplomatic problems of the North-Eastern Provinces.

11—Chinese authorities discharge Emshanoff, General Manager and five other section chiefs of the Chinese Eastern Railway, and appoint Yuan Chi-kuang (苑其光) as the General Manager.

11—Chiang Kai-shek, Chang Hsueh-liang and Yen Hsi-shan discuss at Peiping the disposal of troops.

13—The Soviet Government submits to China a proposal for peaceful settlement of the Chinese Eastern Railway problem, and asks for a reply within three days.

17—Chinese reply sent. Soviet Government expresses dissatisfaction at the Chinese reply, and despatches a note informing China of the rupture of diplomatic relations between the two countries.

19—United States, Great Britain, France and Japan separately notify Chinese and the Soviet Government of their wish to have the Chinese Eastern Railway problem peacefully settled.

22—Strike of about 1,000 Russians in Harbin employed by the Chinese Eastern Railway protesting against the recovery of the railway by China other employees of the Chinese Eastern Railway also strongly inclined to join the strike.

22—Negotiations opened at Harbin between Tsai Yun-sheng(蔡運升) and Melnikoff.

24—Melnikoff and Chang Tso-hsiang (張作相) meet in Harbin station.

30—Melnikoff and Tsai Yun-shen negotiate in a train at Manchouli.

Aug. 1-6—Further Disbandment Conference held at Nanking.

4—Tsai-Melnikoff negotiations come to a deadlock.

13—Chinese delegates to the negotiations on the Chinese Eastern Railway disputes leave Manchouli.

13—Hostilities opened in the neighbourhood of Jalai Nor and Suifenho

24—Chang Hsueh-liang declines the offer of Chiang Kai-shek to reinforce with Nanking troops.

28—Attempted assassination of Chang Kai-shek in Shanghai.

29—Hai Lu-feng (海陸豐) and Peng-pai (澎湃) and other communists arrested and shot in Shanghai.

31—Agreement signed for retrocession of Belgian concession at Tientsin.

Sept. 5—Note sent by Chinese Government to United States urging immediate initiation of discussions on extraterritoriality. Similar notes addressed later to Great Britain, France and other Treaty Powers.

6—Chinese note to Powers proposing the opening of negotiations on Shanghai Provisional Court on Sept. 23.
7-12—Soviet forces attack Manchouli and Pogranichnaya.
15—Harbin branch of Dali Bank closes.
16-17—Chang Fa-kwei (張發奎) on being ordered to move with his troops from Ichang (宜昌) to the neighbourhood of Lunghai (隴海) Railway, revolts and declares independence.
20—Chang Fa-kwei dismissed from his position.
25—Soviet Government protests against attacks of Chinese and White Russians.
26—Manifesto published by Wang Ching-wei (汪精衛) and other "Reorganizationist" (改組派) leaders denouncing Third National Congress and Nanking Government.
29—Further Soviet protest.
29—20 cadets involved in assassination plot of Aug. 28, shot in Shanghai.

Oct. 2-4—Manchouli again attacked.
3—Anglo-Soviet agreement to resume normal diplomatic relations signed.
10—German proposal for exchange of prisoners accepted by China but not by Soviet.
10—Generals under Feng Yu-hsiang in Shansi (陝西) and Honan issue circular telegram denouncing Chiang Kai-shek and Nanking Government.
14—Lahassasu captured by Soviet forces.
15—The North-Eastern Provinces decide not to join the anti-Chiang movement. Yen Hsi-shan's attitude still undecided.
17—Yen Hsi-shan and Feng Yu-hsiang meet at Wutaishan (五臺山).
27—Nov. 8—Third Conference of the Institute of Pacific Relations held at Kyoto.
31—Agreement signed regarding rendition of British concession at Chinkiang (鎭江).

Nov. 5—Yen Hsi-shan appointed Deputy-Commander-in-Chief of the National Forces.
8—Chang Fa-Kuei's army enters Kwantung and threatens Canton.
9—Note exchanged between China and Great Britain regarding the settlement of the Chinkiang Incident of March 1927.
11—The Commission of financial experts, headed by Prof. E. W. Kemmerer presents its report on gradual introduction of a gold standard currency system in China.
20—Feng Yu-hsiang's troops retreat beyond the line of Lunhai Railway.
21—Manchouli occupied by Soviet forces.
21—Japanese Government announces the removal of the gold export embargo on January 11, 1930.

21—Sino-Soviet negotiations reopened by Tsai Yun-sheng.
23—Chiang Kai-shek orders Ho Chien's army to reinforce Canton.
24—Soviet forces attack Hailar.
27—Soviet forces occupy Hailar.
27—Preliminary Russian terms accepted by Chang Hsueh-liang and Khavarovsk decided as the place of further negotiations.

Dec. 1-3—Negotiations between Tsai Yun-sheng and Simanovsky at Nikolisk, resulting in provisional agreement.
2—United States, France Great Britain and Italy address memoranda to Soviet and Chinese Governments drawing their attention to the Pact of Paris.
3—Soviet Government replies rejecting outside interference.
3—Mutinies of Shih Yu-san's (石友三) troops at Pukow (浦口). Nanking threatened.
3-18—Revolt of Tang Sheng-chin (唐生智).
9—Negotiations on Shanghai Provisional Court opened at Nanking.
11—Chang Fa-kwei and Kwansi armies defeated near Canton.
12—Wan Ching-wei expelled from Kuomintang.
16—Sino-Soviet negotiations resumed at Khabarovsk.
16—Negotiations on Shanghai Provisional Court come to a deadlock. Representative of foreign legations leaves for Shanghai.
19—Chinese Government objects to the appointment of Mr. Obata as Japanese Minister to China.
20—Simanovsky and Tsai Yun-sheng sign Protocol providing for restoration of Chinese Eastern Railway to the general condition before the dispute.
28—Chinese mandate issued declaring that as from Jan. 1, 1930, all foreign nationals in China should abide by Chinese laws.

1930

Jan. 6—Mo Teh-hui (莫德惠) assumes the office as the President of the Chinese Eastern Railway.
11—Gold export embargo in Japan lifted.
13—Arrival of Justice Feetham at Shanghai.
15—Orders by National Government given to the Customs Offices to charge import tariff in terms of gold on and after Feb. 1.
18—Confiscated property of Dali Bank, Harbin, returned.
22—Yen Hsi-shan assumes the office of Deputy-Commander-in-Chief of National Forces at Taiyuan (太原).
23—Being reappointed Consul-General, Melnikoff arrives Harbin and succeeds Simanovsky.
24—Contract regarding construction of the Hulutao (葫蘆島) Port signed at Tientsin by Peking-Mukden (Peiping) Railway Administration and Netherlands Harbour Works Co. of Amsterdam.

Feb. 1—Collection of Customs duties on imports from abroad on a gold basis commenced.
4—Dali Bank, Harbin, reopened.
7—Tsai Yun-sheng (蔡運升) punished by the State Council as the person responsible for the Kharvarovsk agreement.
8—Harbin Chamber of Commerce established by the businessmen of Great Britain, United States, Germany and France.
10—Yen Hsi-shan requests Chiang Kai-shek's retirement.
12—Mo Teh-hui appointed Chinese Plenipotentiary Delegate to Sino-Soviet negotiations.
12—Chiang Kai-shek issues statement replying Yen's request.
13—Provisional agreement about the rendition of Weihaiwei (威海衛) signed by Wang Cheng-Ting and British Minister.
17—Agreement on reorganization of Shanghai Provisional Court signed at Nanking by the representatives of the Ministers of the interested Powers, with the exception of French delegate.
18—Wang Lo-ping (王樂平) leader of left wing Kuomintang assassinated in Shanghai.
26—Last telegram to Yen Hsi-shan from Chiang Kai-shek appealing for peace.
28—Feng Yu-hsiang meets Yen Hsi-shan at Taiyuan.

Mar. 1—Circular telegram of Chang Hsueh-liang issued announcing his neutrality.
1-6—Third Plenary Session of Kuomintang.
4—By a circular telegram, Yen's intention announced to retire and to depart immediately together with Feng Yu-hsiang for a trip abroad.
4—Silver quotation for London falls to 18⅝ pence.
14—Fen Yu-hsiang arrives at Tungkwan (潼關) to assume the command of Northwestern Army.
28—Shuntienshihpao (順天時報), the only Japanese-owned Chinese paper in Peiping, suppressed by the Peiping Kuomintang branch.

Apr. 1—Agreement regarding Shanghai Provisional Court enter into effect.
1—Yen Hsi-shan assumes office as Commander-in-Chief of the National Forces at Taiyuan and proclaimes war against Nanking.
1—Feng Yu-hsiang and Li Tsung-jen (李宗仁) assume office as Deputy-Commander-in-Chief at Tungkwan and Kweiling (桂林) in Kwangsi respectively.
4—Yen Hsi-shan dismissed from all his post in the Kuomintang and the National Government.
17—Chinese Workers Union of Chinese Eastern Railway ordered to dissolve by Northeastern Political Committee on the ground of its radical tendency.
18—Anglo-Chinese Agreement on the rendition of Weihaiwei formally signed at Nanking.

May 1—Mo Teh-hui, the Chinese delegate, leaves Harbin for Moscow.
1—Hostilities between government troops and anti-Chiang allied troops opened along the Lunghai Railway line.
6—Sino-Japanese Customs Tariff Treaty formally signed at Nanking.
8—Chiang Kai-shek leaves Pukow for Hsuchow (徐州).
10—Chiang arrives at Tsinanfu.
16—National Government bans export of Chinese gold and import of foreign silver coin.
19—Yen Hsi-shan moves his headquarters from Taiyuan to Shihchiachuang (石家莊).
26—Arrival of German economic mission at Mukden.
26—Fengtieng-piao falls to the rate of 9,900 yuan for 100 silver yuan, and late in the afternoon to the rate of 10,000 yuan.
29—Silver quotation falls to $17\frac{7}{8}$ pence.
29—June 12—Mongolian Affairs Conference held under the chairmanship of Ma Fu-hsiang (馬福祥).
30—Riots of Koreans in various places of Chientao.

June 11—Publication of Chiangnanwanpao (江南晚報), the only Japanese-owned Chinese paper in Central China suspended by the pressure of the National Government.
16—Yen Hsi-shan takes over the Customs at Tientsin.
17—Neutrality proclaimed by the Political Committee of Northeastern Provinces.
21—National Government orders to close Customs House at Tientsin
21—National Government appoints Chang Hsueh-liang Deputy-Commander-in-chief of National Forces.
24—Further fall of silver quotation to $15\frac{7}{8}$ pence per standard ounce.
24—Chang Hsueh-liang declines the appointment from Nanking.
25—Shanhsi (Yen's) troops capture Tsinan.

July 2—Construction of Hulutao under new project commenced.
3—Shanhsi troops occupy Taian.
13—Conference of "Reorganizationists" and "Hsishan" factions held in Peiping.
15—Tsinanfu recaptured by Southern army.
20—Yen Hsi-shan arrives at Tsinanfu.
23—Chiang Kai-shek retreats from Hsuchow to Pangfu (蚌埠).
23—Wang Ching-wei and several Reorganizationist leaders enter Peiping.
27—Aug. 6—Occupation of Changsha by Communist Army.

Aug. 3—Communist Army occupies Tayeh (大冶).
5—Changsha recaptured by Government troops.
8—Communists Army occupies Chingchiang (清江), the opposite side of Kiukiang (九江).
15—Tsinanfu recaptured by National Forces.

30—Decision reached at Taiyuan for the organization of government at Peiping with Yen Hsi-shan as Chairman of the State Council.

Sept. 1—Enlarged Plenary Session in Peiping announces regulations of 16 articles governing the organization of government.

4—Ma Fu-hsiang appointed chairman of the Commission for Mongolian and Tibetan Affairs (蒙藏委員會).

9—Yen Hsi-shan formally assumes office as the head of the Northern Government.

14—Yen Hsi-shan issues telegram from Shihchiachuang addressed to the Enlarged Plenary Session of Peiping announcing his decision to retire.

17—Note for the rendition of the British Concession in Amoy exchanged at Nanking.

18—Chang Hsueh-liang issues circular telegram calling to a halt all military operations. Mukden troops at Shanhaikwan begin to march on Peiping. Yen Hsi-shan's retirement proclaimed by a circular telegram.

19 & 22—By notes presented by the British Minister, Great Britain offers to remit all payments of the Boxer Indemnity as from Dec. 1, 1922.

20—Enlarged Plenary Session moved to Taiyuan.

23—Mukden forces enter Peiping and the control of the city passes peacefully to their hands.

26—Chang Hsueh-liang decides to accept the position of Deputy-Commander-in-Chief of the National Forces.

27—Nanking Government appoints Wang Shu-chang (王樹常) Chairman of the Hopei Provincial Government and Yu Hsueh-chung (于學忠) Garrison Commander of Peiping and Tientsin.

Oct. 1—Exchange of ratifications of the agreements on the rendition of Weihaiwei effected, and Weihaiwei transfered to Chinese control.

5—Yen Hsi-shan, Fen Yu-hsian and Wang Ching-wei issue telegram to Chang Hsueh-liang urging him to use his influence for the early convocation of the National Convention.

6—Clash between Chinese and Japanese policemen at Lungtsingtsun (龍井村) in Chientao (間島). 2 Japanese policemen shot.

9—Chang Hsueh-liang formally assumes office as Deputy-Commander-in-Chief of National Forces.

10—Direct train-service between Peiping and Kirin opened.

10—National Anniversary Celebration. Chiang Kai-shek returns to Nanking.

11—First Sino-Soviet Conference held in Moscow.

18—Sino-Soviet Conference reaches a deadlock, conference postponed.

20—Communists' disturbances in Chientao.

Nov. 11—Chang Hsueh-liang and Chiang Kai-shek meet at Nanking.

12-18—Fourth Plenary Session of Kuomintang held.

15—Commission for the Readjustment of Foreign and Domestic Loans (內外債整理會議) meets at Nanking.
24—Direct train-service between Nanking and Mukden opened.

Dec. 4—Sino-Soviet Conference reopened.
4—Chang Hsueh-liang leaves Nanking for Mukden.
11—Chang Hsueh-liang and Shanhsi representatives confer in Tientsin on the future of Shanhsi troops.
16—Sino-Soviet Conference again reaches a deadlock and is suspended.
16—Mandate issued to abolish Likin and all other taxes on goods in transit as well as Coast Trade and Transit Duties on Jan. 1, 1931.
18—Fall of gold price of silver reaches to 14½ pence per ounce in London market.
22—Yen Hsi-shan leaves Tientsin for Dairen.
29—New import tariff promulgated by the National Government.
30—Mo Teh-hui, the Chinese representative at the Sino-Soviet Conference in Moscow, returns to Harbin.
31—Sino-Japanese Telegram Conference comes to an agreement.

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